

Aviation professionals and technical people sometimes use acronyms, aviation jargon, or abbreviations. A glossary of terms is provided as a quick reference to aviation jargon.

Above Ground Level (AGL) - a height above the ground as opposed to MSL (height above Mean Sea Level).

Accelerate - Stop Distance - The distance for a multi-engine aircraft to accelerate to the critical engine failure speed (V1) - at which point it is assumed the engine fails - and then brake to a complete stop. The speed at which engine failure is assumed to occur, as identified by the aircraft manufacturer. If an engine fails at a speed greater than V1 on a multi-engine aircraft, the pilot has no choice but to continue takeoff, on a minimum length runway. On a longer runway the pilot may still elect to abort a takeoff.

Airport Capital Improvement Program (ACIP) - A five year program of funding requests that identifies the improvements desired at the airport, estimated cost of each item, and potential funding source of each item.

Advisory Circular (AC) - A series of publications from the Federal Aviation Administration detailing the requirements of various facets of aviation and airport.

AIP - see Airport Improvement Program.

Air Carrier - Commercial aircraft operating pursuant to a federal certificate of public convenience and necessity.

Airport Traffic Control Tower (ATCT) – Also commonly referred to as the Air Traffic Control Tower. A facility that through the use of air/ground communications, visual signaling, and other devices, provides air traffic control services to airborne aircraft in the vicinity of the airport and to aircraft operating on the airport/airfield movement area.

Aircraft Approach Category - A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

Category A: Speed of less than 91 knots.

Category B: Speed of 91 knots or more but less than 121 knots.

Category C: Speed of 121 knots or more but less than 141 knots.

Category D: Speed of 141 knots or more but less than 166 knots.

Category E: Speed of more than 166 knots or more.

Aircraft Operations - see Operations.

Aircraft Tie-down - Positions on the ground surface that are available for securing aircraft.

Airplane Design Group (ADG) - A grouping of airplanes based on wingspan. The groups are as follows:

Group I: Wingspan up to but not including 49 feet **or** Tail Height up to but not including 20 feet.

Group II: Wingspan 49 feet up to but not including 79 feet **or** Tail Height from 20 up to but not including 30 feet.

Group III: Wingspan 79 feet up to but not including 118 feet **or** Tail Height from 30 up to but not including 45 feet.

Group IV: Wingspan 118 feet up to but not including 171 feet **or** Tail Height from 45 up to but not including 60 feet.

Group V: Wingspan 171 feet up to but not including 214 feet **or** Tail Height from 60 up to but not including 66 feet.

Group VI: Wingspan 214 feet up to but not including 262 feet **or** Tail Height from 66 up to but not including 80 feet.

Airport Elevation/Field Elevation - The highest point of an airport's usable landing area measured in feet above Mean Sea Level (MSL).

Airport Hazard - Any structure or object of natural growth located on or in the vicinity of an airport, or any use of land near such airport that obstructs the airspace required for the flight of aircraft in landing or taking off at such airport, or is otherwise hazardous to such landing or taking off of aircraft.

Airport Improvement Program (AIP) - A Federal source of funds available for certain improvement projects at airports.

Airport Layout Plan (ALP) - A set of drawings depicting existing and proposed airport facilities and land uses, their locations, and the pertinent clearance and dimensional information

required to show conformance with the applicable standards. It shows the airport location, runway protection zones, runway safety area, approach areas, and other environmental features that may influence airport usage and expansion capabilities. The ALP at a minimum includes airport layout, location map, vicinity map, airport data table, basic data table, and wind information.

Airport Master Plan - An assembly of appropriate documents and drawings covering the development of a specific airport from a physical, economic, social, environmental, and political jurisdictional perspective. The airport layout plan is a part of this plan.

Airport Reference Code (ARC) - A system used by the FAA to relate airport planning and design criteria to the operational (see aircraft approach category) and physical (see airplane design group) characteristics of the aircraft intended to use the airport.

ALP - see Airport Layout Plan.

Annual Service Volume (ASV) - The annual number of aircraft operations that a facility can accommodate without delays.

Apron - A defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.

ARC - see Airport Reference Code.

ASOS - see Automated Surface Observation System/Automated Weather Observation System.

ASV - see Annual Service Volume.

Automated Surface Observation System (ASOS)/Automated Weather Observation System (AWOS) - Equipment that takes and broadcasts automated weather readings.

Avigation Easement – An easement over private property abutting an airport runway, which limits the height of crops, trees, structures, etc. in the aircraft's takeoff and landing path.

AWOS - see Automated Surface Observation System/Automated Weather Observation System.

Based Aircraft - An aircraft normally parked or hangared at an airport while not in use.

Based Itinerant Operation - An itinerant operation generated by aircraft based at a particular airport as opposed to a similar operation generated by aircraft based at another airport.

Capital Improvement Program (CIP) – see Airport Capital Improvement Program.

Corporate/Executive Aircraft - Aircraft owned or leased by a corporation, company or individual, flown by pilots whose primary duties involve piloting aircraft for use in transporting personnel or cargo in the conduct of company business.

Critical Aircraft - That aircraft or combination of aircraft, which dictates the design parameters for a particular airport.

Day-Night Average Sound Level (DNL) - The predicted average noise effect on an area around the airport for a typical 24-hour period. A weighting factor equivalent to a penalty of 10 decibels is applied to operations between 10 p.m. and 7 a.m.

Displaced Threshold - A runway threshold that is located at a point other than the designated beginning of the runway. The area behind the displaced threshold is available for takeoff run and landing rollout from the opposite direction.

Distance Measuring Equipment (DME) - A navigational aid, which gives aircraft in flight slant range distance information from a fixed point on the ground.

Dual Wheel Gear (DW) - The configuration of aircraft gear where two wheels are used at each wheel position to support the aircraft load. This designation is used in pavement strength analysis.

DW - see Dual Wheel Gear.

FAA - see Federal Aviation Administration.

FBO - see Fixed Base Operator.

Federal Aviation Administration (FAA) – The federal agency responsible for the safety and efficiency of the national airspace and air transportation system.

Federal Aviation Regulations (FAR) - Regulations issued by the FAA to regulate air commerce under Code of Federal Regulations Title 14; issued as separate "Parts", e.g., Part 77.

Fixed Base Operator (FBO) - FBOs are commercial aviation businesses that provide services such as charter services, flight training, aircraft rental services, fueling, and aircraft maintenance, and specialized services, as needed, such as crop dusting.

Fleet Mix - A collective term generally used to describe various proportions of small piston aircraft, large piston aircraft, turboprop aircraft and turbojet aircraft.

GA - see General Aviation.

GAO - see General Accounting Office.

General Accounting Office (GAO) - An office of the federal government that audits or assesses governmental practices and their financial impacts.

General Aviation (GA) - All types of aviation, other than that performed by air carriers and the military.

Glide Slope - That portion of the instrument landing system that emits a signal to assist pilots in establishing and maintaining an aircraft's descent rate until visual contact confirms runway alignment and location.

Global Positioning System (GPS) - A series of satellites that transmit a signal that is used for navigation.

Ground Communication Outlet (GCO) - An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

Hertz (HZ) - The designated unit for communications frequency, or cycles per second.

High Intensity Runway Lights (HIRL) - Lights that are placed along the edge of a runway generally at 200-foot intervals. They are designed to assist pilots in identifying the edge of the surface prepared for landings and takeoffs. This is the most intense runway edge lighting

system and is most readily found at high-activity airports having wider runways and precision instrument approaches.

HIRL - see High Intensity Runway Lights.

IFR - see Instrument Flight Rules.

IFR Conditions - Weather conditions below the minimum for flight under Visual Flight Rules (VFR).

ILS - see Instrument Landing System.

Imaginary Surfaces - Surfaces established in relation to the end of each runway or designated takeoff and landing areas for heliports, as defined in paragraphs 77.25, 77.28 and 77.29 of FAR Part 77 "Objects Affecting the Navigable Airspace." Such surfaces include the approach, horizontal, conical, transitional, primary and other surfaces.

Indiana State Aviation System Plan - A system planning process for the airports of Indiana, administered by the Indiana Department of Transportation, Office of Aviation and published periodically.

Instrument Approach - A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually.

Instrument Flight Rules (IFR) - Rules governing the procedures for conducting flight under instrument meteorological conditions.

Instrument Landing System (ILS) - A precision instrument approach system. An ILS consists of two radio transmitters that serve a specific runway end; one radio beam is called the localizer and the other the glide slope. The localizer indicates to pilots whether they are left or right of the correct alignment for approach to the runway. The glide slope indicates the correct angle of descent to the runway (glide slopes vary from 2° to 3°). In order to further help pilots on their ILS approach, at least one low-powered fan marker called an ILS marker is usually installed so that pilots may know just how far along the approach to the runway they have progressed. The one required marker is called the outer marker (OM) and is located about 4 to 5 nautical miles from the end of the runway; the other optional marker for Category I operations is the middle marker (MM) located about 3,000 feet from the end of the runway. For

category II operations (when visibility is quite poor), in addition to an MM, an additional marker called the inner marker (IM) is located 1,000 feet from the end of the runway. This marker is placed so as to alert pilots that they must have visual reference with the ground at that point and, if not, abandon the approach. When the plane passes over the marker, a light goes on in the cockpit and a high-pitched tone sounds. An ILS serves only one runway end.

Instrument Operation - An aircraft operation flown in accordance with an IFR flight plan or as one where IFR separation between aircraft is provided by air traffic controllers.

Instrument Runway - A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been provided.

Intersecting Runways - Two or more runways that cross or meet within their lengths.

Itinerant Operations - An aircraft operation where the destination point is greater than 20 miles from the aircraft's point of origin.

Knots - Nautical miles per hour, equals 1.15 statute miles per hour.

Localizer (LOC) - A component of an ILS navigation facility in the terminal area electronic navigation system. The localizer provides horizontal guidance to the runway centerline for aircraft during approach and landing.

Local Operation - An aircraft operation where the destination point is within 20 miles of the aircraft's point of origin.

MALSR - see Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

Mean Sea Level (MSL) - The average height of surface of the sea measured over the complete cycle of high and low tides (a period of 18.6 years). This measure is used in aviation for pilots to identify the flight elevation or field elevation above sea level, as opposed to above the ground level (AGL).

Medium Intensity Runway Lights (MIRL) - Lights that are placed along the edge of a runway generally at 200-foot intervals. They are designed to assist pilots in identifying the edge of the surface prepared for landings and takeoffs.

Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) - A lane of lights, coupled with flashing strobe lights, to assist pilots in visually identifying the runway environment.

Microwave Landing System (MLS) - An instrument approach and landing system operating in the microwave spectrum which provides lateral and vertical guidance to aircraft having compatible avionics equipment. Similar to ILS system.

Minimums - A set of conditions specified for operations of aircraft during IFR approach and departure under adverse weather conditions.

MIRL - see Medium Intensity Runway Lights.

National Plan of Integrated Airport Systems (NPIAS) - A plan specifying in terms of general location and type of development the projects considered by the FAA to be necessary to provide a system of public use airports adequate to meet current and forecast needs of civil aeronautics. In order to qualify for Federal funds, an airport must be included in the NPIAS.

Navigational Aid (Navaid) - Any visual or electronic device (airborne or on the surface) that provides point-to-point guidance.

Nautical Mile - Equivalent to 1.15 statute miles or 6,076 feet.

Noise - Defined subjectively as unwanted sound. The measurement of noise involves understanding three characteristics of sound: intensity, frequency, and duration.

Noise Abatement Procedures - Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures, which shift aviation impacts away from noise sensitive areas (e.g. runway use programs and preferred arrivals and departures).

Noise Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. DNL is used as the measure to describe community exposure to noise.

Noise Control Plan - Documentation by the airport proprietor of actions to be taken by the proprietor, along or in cooperation with the FAA, airport users, and affected units of local government, with appropriate input from affected citizens, to reduce the impact of aviation noise.

Non-Based Itinerant Operation - An itinerant operation generated by aircraft from another airport as opposed to a similar operation generated by aircraft based at that airport.

Non-Directional Beacon (NDB) - A general purpose, low frequency radio beacon that a pilot of a properly equipped aircraft can use to determine a bearing from the transmitter.

Non-Precision Instrument Runway - A runway having instrument approach equipment that provides horizontal, but not vertical, course guidance or area type navigation to touchdown.

NPIAS - see National Plan of Integrated Airport Systems.

Object Free Area (OFA) - The area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering.

Obstruction - Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein the height of which exceeds the obstruction standards of subpart C of FAR Part 77 "Objects Affecting Navigable Airspace."

Operations - The total number of landings (arrivals) and takeoffs (departures) from an airport. There are two types of operations, local and itinerant. Local operations include arrivals and departures of aircraft which operate in the local traffic pattern or within sight of the tower and are known to be departing for or arriving from flights in local practice areas within a 20-mile radius of the airport and/or control tower; plus simulated instrument approaches or low passes at the airport executed by any aircraft. Itinerant operations include all aircraft arrivals and departures other than the local operations described above.

Precision Approach Path Indicator (PAPI) / Visual Approach Slope Indicator (VASI) - A navigational aid to visually identify the glide path to the runway. PAPI/VASI lights project red and white beams from the approach end of the runway.

Parallel Runways - Two or more runways of the same magnetic bearing at the same airport.

Privately Owned, Private Use Airport - An airport owned by a non-governmental entity that is only open to previously authorized.

Privately Owned, Public Use Airport - An airport owned by a non-governmental entity that offers the use of its facilities to the public without prior notice or special invitation or clearance.

Public Use Airport - A publicly owned or privately owned airport that offers the use of its facilities to the public without prior notice or special invitation or clearance.

REIL - see Runway End Identifier Lights.

Remote Communication Outlet (RCO) - a remote communications facility controlled by air traffic personnel that provides ground-to-ground communications between air traffic control specialists and pilots located at a satellite airport for delivering en route clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times.

Reliever Airport - General aviation airports in metropolitan areas that fulfill specific congestion relief functions for the primary commercial service airport.

Runway - A defined area on a land airport prepared for the landing and takeoff of aircraft. Runways are normally numbered in relation to their magnetic direction.

Runway End Identifier Lights (REIL) - Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

Runway Protection Zone (RPZ) - The RPZ is trapezoidal in shape and centered on the extended runway centerline. It begins 200 feet beyond the end of the area usable for takeoff or landing. The RPZ dimensions are functions of the type of aircraft and operations to be conducted on the runway. The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.

Single Wheel Gear (SW) - The configuration of aircraft gear where a single wheel is used at each wheel position to support the aircraft load. This designation is used in pavement strength analysis.

Sponsor - Generally a governmental body that can legally contract for AIP grant funds for the construction or expansion of a public airport, obligating itself to keep the facility in operation for a predetermined number of years after such construction or expansion is completed.

SW - see Single Wheel Gear.

T-hangar - A linear structure with interior bays that are of a "T" shape and which provides shelter for a given number of aircraft.

Taxiway - A specially prepared area over which aircraft can taxi from one part of an airport to another or to and from the landing areas or runways.

Terminal Area - A general term used to describe airspace in which approach control service or airport traffic control is provided via radio.

Threshold - The beginning of that portion of a runway usable for landing.

Touch and Go - A practice maneuver consisting of landing and a takeoff performed without coming to a complete stop. A touch and go is defined as two operations: a landing and a takeoff.

Traffic Pattern - Projections on the ground of the aerial path associated with an aircraft on the crosswind, downwind, base, and final approach legs of the approach/departure process:

Crosswind Leg - A flight path at right angles to the landing runway off its upwind end.

Downwind Leg - A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.

Base Leg - A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

Final Approach - A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach.

U.S. Terminal Instrument Procedures (TERPS) - Procedures established by the FAA governing instrument approaches.

VASI - see Visual Approach Slope Indicator.

Very-high frequency Omnidirectional Range (VOR) - A VOR station sends out radio signals in all directions. Each signal can be considered as a course or a route (referred to as a radial) that can be followed by an aircraft. Split into 1° intervals, there are 360 courses or routes that are radiated from a VOR station, from 0° pointing toward magnetic north increasing to 360

° in a clockwise direction. The VOR transmitter station broadcasts on a frequency just above that of FM radio stations. VOR stations establish the network of airways and jet routes and are also essential to area navigation.

VFR - see Visual Flight Rules.

Visual Approach - An approach where an aircraft on IFR flight plan or operating in VFR conditions, under the control of an air traffic control facility and having an air traffic control authorization may proceed to the airport of its destination in VFR conditions.

Visual Approach Slope Indicator (VASI) / Precision Approach Indicator (PAPI) - A navigational aid to visually identify the glidepath to the runway. VASI/PAPI lights project red and white beams from the approach end of the runway.

Visual Flight Rules (VFR) - Flight rules that identify conditions when weather is adequate for aircraft to maintain safe separation by visual means. Under VFR conditions, safe separation between aircraft is the responsibility of the pilot.

Visual Runway - A runway without an existing or planned straight-in instrument approach procedure.

VOR - see Very-high frequency Omnidirectional Range.

Source: FAA

TYQ Grant History

GRANT NO.	ACCEPT DATE	GRANT AMOUNT	% FAA SHARE	GRANT DESCRIPTION
PGP-01	8/20/1979	\$28,800	80%	AIRPORT REQUIREMENTS STUDY, SITE SELECTION, ENVIRONMENTAL IMPACT ASSESSMENT REPORT, AIRPORT AND FINANCIAL PLANS.
AIP-01	9/19/1986	\$837,000	90%	CONSTRUCT DRAINAGE SYSTEM AND STORM DETENTION RESERVOIR, INCLUDING GRADING FOR EXISTING RUNWAY 18/36; ACQUIRE LAND FOR APPROACH PROTECTION (APPROX. 40 ACRES).
AIP-02	8/5/1987	\$1,302,750	90%	RECONSTRUCT RUNWAY 18/36 (5,160' X 75'), WIDEN FROM 75' TO 100', AND GROOVE; REHABILITATE RUNWAY LIGHTING (HIRL) INCLUDING VASI, ELECTRICAL VAULT AND GLIDE SLOPE RELOCATION; INSTALL REIL's, LIGHTED WIND CONE AND ROTATING BEACON; AND ACQUIRE LAND FOR APPROACH PROTECTION AND OBSTRUCTION REMOVAL (APPROX. 33 ACRES).
AIP-03	9/14/1988	\$945,630	90%	CONSTRUCT AIRCRAFT APRON (APPROX. 11,675 SY); CONNECTING TAXIWAYS (APPROX. 905' X 50'); PARTIAL PARALLEL TAXIWAY (APPROX. 985' X 50'); ACCESS ROAD (APPROX. 1320' X 20'); SECURITY FENCING (APPROX. 2900'); AND OBSTRUCTION REMOVAL (APPROX. 10 AC.).
AIP-04	9/25/1990	\$1,049,670	90%	EXTEND, MARK & LIGHT RW 18/36 (APPROX. 500' X 100'); CONSTRUCT PARTIAL PARALLEL AND CONNECTING TAXIWAYS (APPROX. 1865' X 50') AND T-HANGAR ACCESS TAXIWAYS (APPROX. 625' X 35' AND 750' X 25'); RELOCATE GLIDE SLOPE, VASI AND REILS; OBSTRUCTION REMOVAL.
AIP-05	8/28/1991	\$351,000	90%	ACQUIRE LAND, FEE (APPROX. 102 ACRES) FOR AIRPORT DEVELOPMENT INCLUDING OBSTRUCTION REMOVAL.
AIP-06	9/29/1994	\$772,000	90%	ACQUIRE LAND, FEE, FOR APPROACHES (APPROX. 160 ACRES), FOR AIRPORT DEVELOPMENT (APPROX. 40 ACRES), AND ENVIRONMENTAL MITIGATION (APPROX. 20 ACRES).
AIP-07	8/29/2001	\$216,720	90%	CONSTRUCT WETLANDS MITIGATION (APPROX. 12 ACRES) AND ACQUIRE LAND, FEE, PARCEL 2A, FOR APPROACHES (APPROX. 0.80 ACRE).
AIP-08*	9/25/2001	\$661,000	90%	RELOCATE NAVAID (GLIDE SLOPE FACILITY) RUNWAY 9/27 AND GRADE SAFETY AREA.
AIP-09	8/25/2003	\$300,000	90%	ACQUIRE EXISTING AIRPORT, PHASE 1, PARCEL 1A, (APPROX. 15.32 ACRES), PARCEL 2 (APPROX. .79 ACRES) AND OBSTRUCTION REMOVAL
AIP-10	7/2/2004	\$150,000	95%	ACQUIRE EXISTING AIRPORT, PH. 2, PARCEL 1B, (APPROX. 6.7 AC)
AIP-11	9/7/2005	\$150,000	95%	ACQUIRE EXISTING AIRPORT, PH. 3, PARCEL 5A, (APPROX. 7 AC)
AIP-12	9/7/2005	\$1,287,037	95%	ACQUIRE EXISTING AIRPORT, PHASE 4, PARCELS 1C, 4, AND 5B (APPROX. 40 ACRES) INCLUDING OBSTRUCTION REMOVAL, RUNWAY 1836 SAFETY AREA GRADING, & DESIGN OF TXY EXT.
AIP-13	9/2006	\$1,800,000	95%	PARALLEL TAXIWAY
AIP-14	2008	\$111,240	95%	AIRPORT MASTER PLAN PHASE 1, 2, 3A
AIP-15	2008	\$38,760	95%	AIRPORT MASTER PLAN PHASE 3B

*This grant was later amended to delete the NAVAID relocation and add land acquisition and installation of an AWOS

Source: FAA Chicago ADO, Woolpert.

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VORTAC VHP <u>116.3</u> Chan 110	APP CRS 201°	Rwy Idg 5501 TDZE 922 Apt Elev 922
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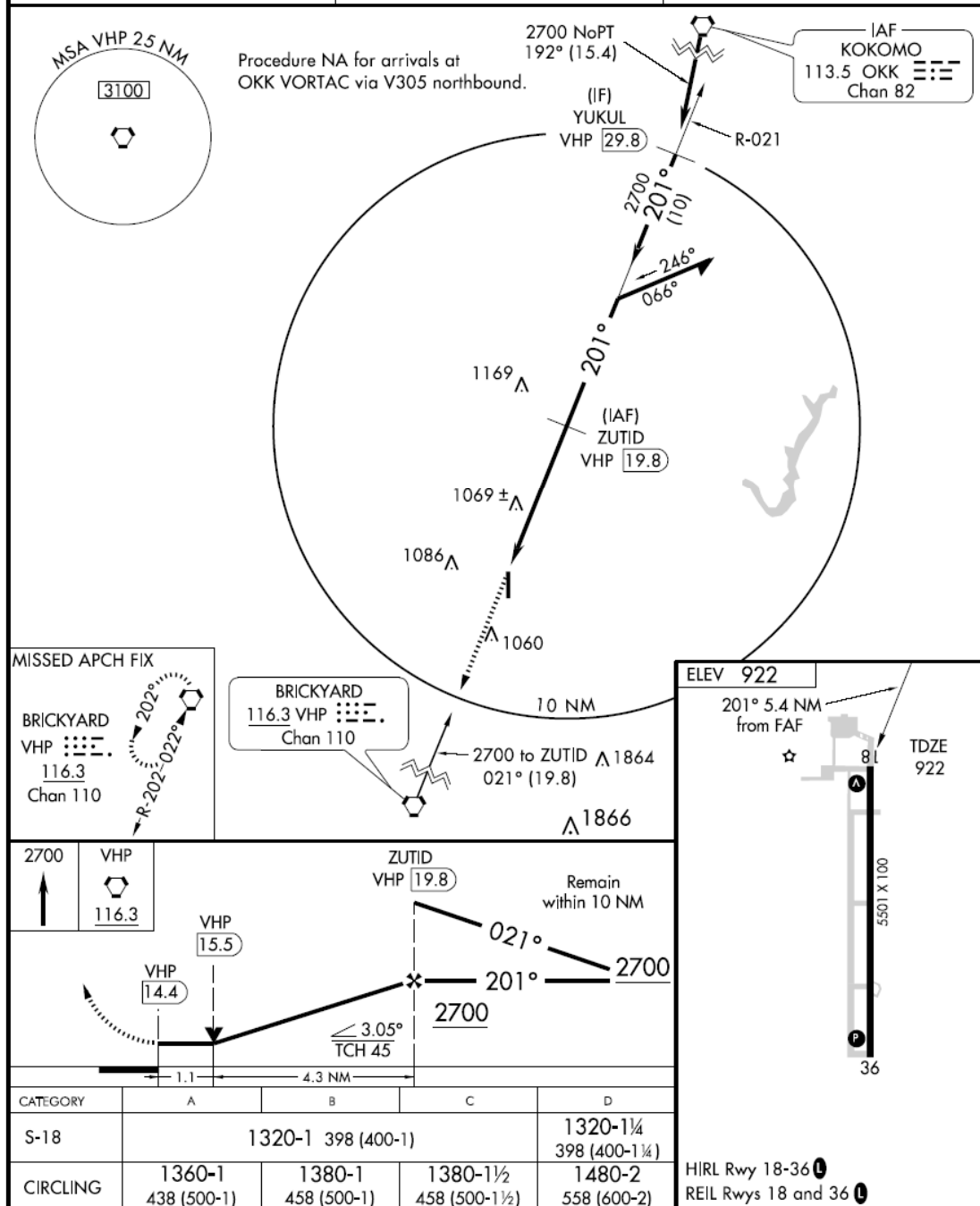
VOR/DME RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

T When local altimeter setting not received, use Indianapolis Intl altimeter
A NA setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.
 VDP NA when using Indianapolis Intl altimeter setting.
 Visibility reduction by helicopters NA. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3
120.725

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123.05 (CTAF) **L**

INDIANAPOLIS, INDIANA
Orig 08325

40°02'N - 86°15'W

INDIANAPOLIS EXECUTIVE (TYQ)
VOR/DME RWY 18

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

VORTAC VHP 116.3 Chan 110	APP CRS 022°	Rwy ldg TDZE Apt Elev	5501 922 922
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VOR RWY 36

INDIANAPOLIS EXECUTIVE (TYQ)

⚠ When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. Visibility reduction by helicopters NA. DME or ADF REQUIRED.

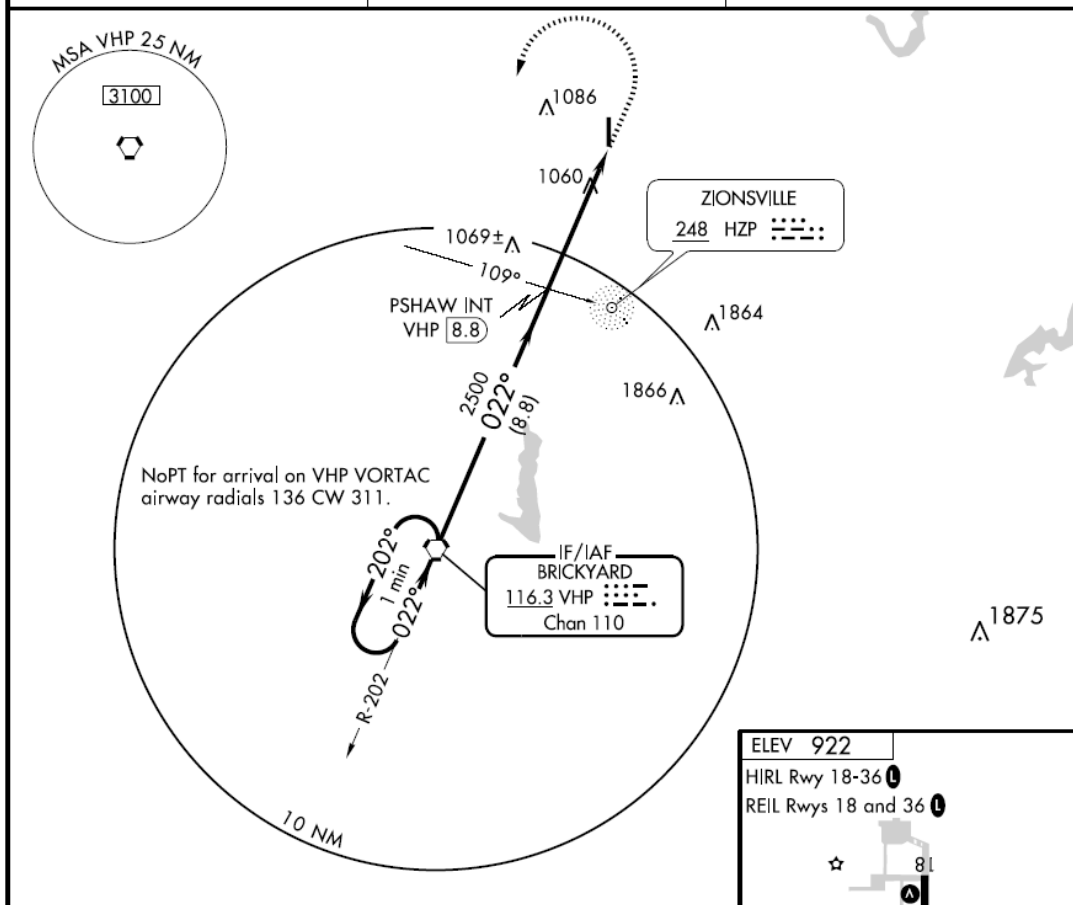
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AWOS-3
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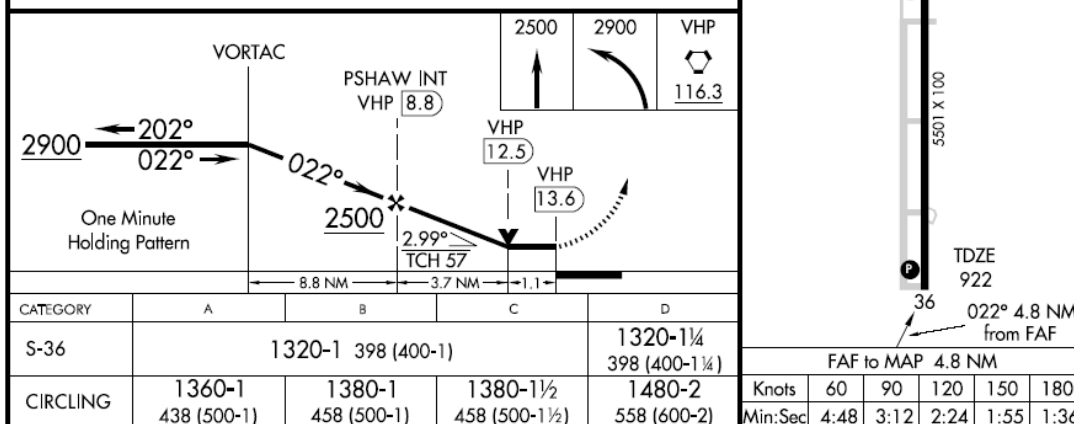
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EC-2, 20 NOV 2008 to 18 DEC 2008



EC-2, 20 NOV 2008 to 18 DEC 2008



INDIANAPOLIS, INDIANA

Amdt 9 08325

INDIANAPOLIS EXECUTIVE (TYQ)

VOR RWY 36

40°02'N-86°15'W

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

WAAS CH 53599 W36A	APP CRS 002°	Rwy Idg 5501 TDZE 922 Apt Elev 922
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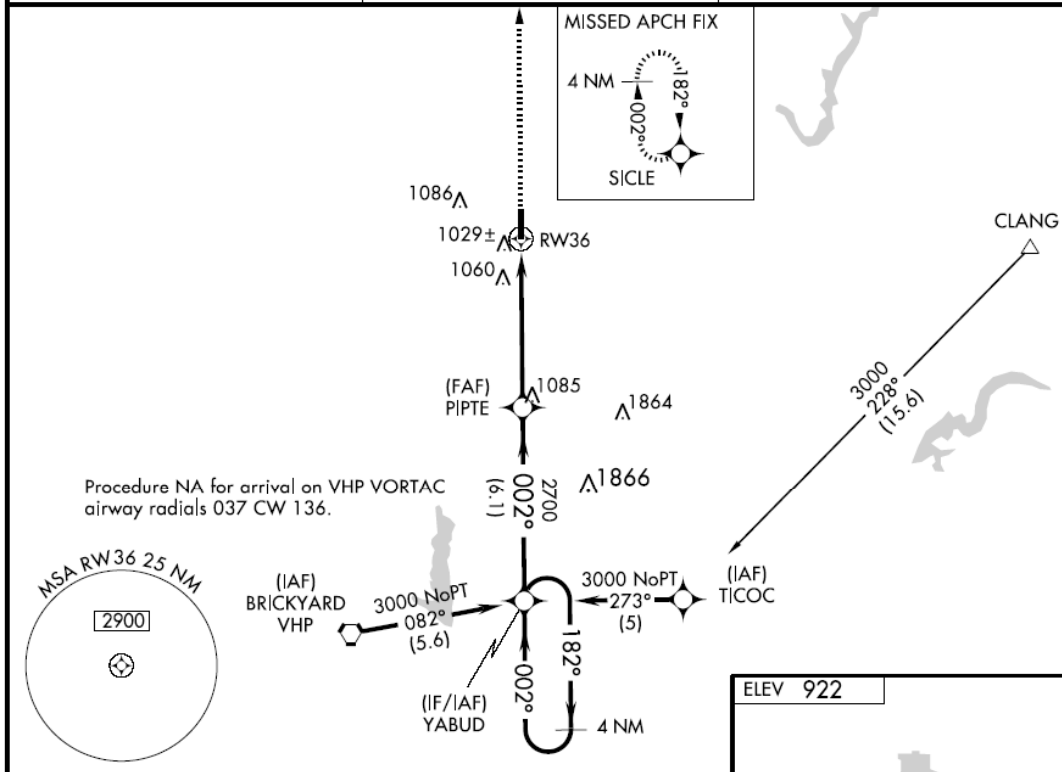
RNAV (GPS) RWY 36 INDIANAPOLIS EXECUTIVE (TYQ)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile. VDP NA with Indianapolis Intl altimeter setting. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below +16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

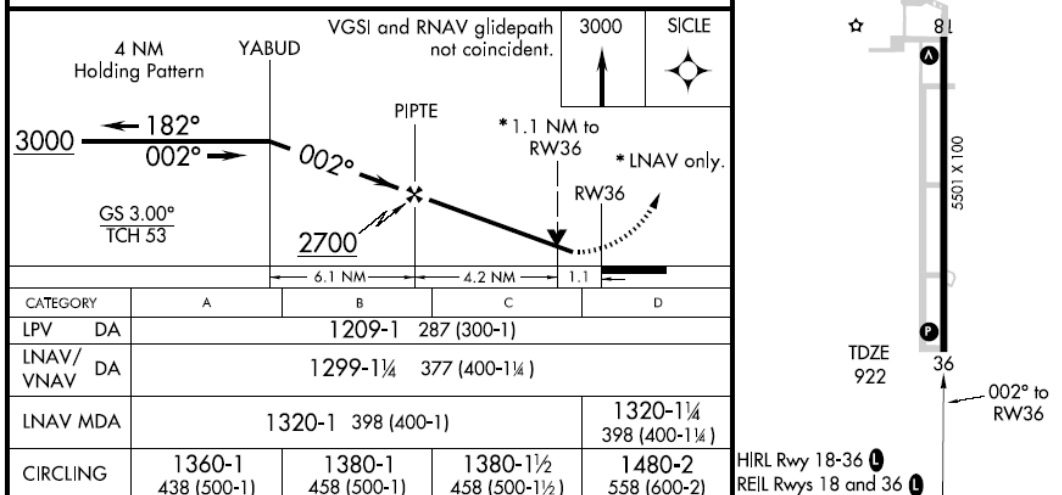
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Climb to 3000 direct
SICL and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF)
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EC-2, 20 NOV 2008 to 18 DEC 2008



EC-2, 20 NOV 2008 to 18 DEC 2008



INDIANAPOLIS, INDIANA
Orig 08325

40°02'N - 86°15'W

INDIANAPOLIS EXECUTIVE (TYQ) **RNAV (GPS) RWY 36**

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

APP CRS
182°
Rwy ldg
TDZE
922
Apt Elev
922

RNAV (GPS) RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

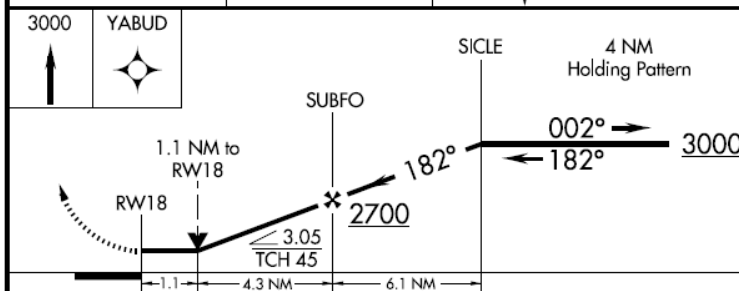
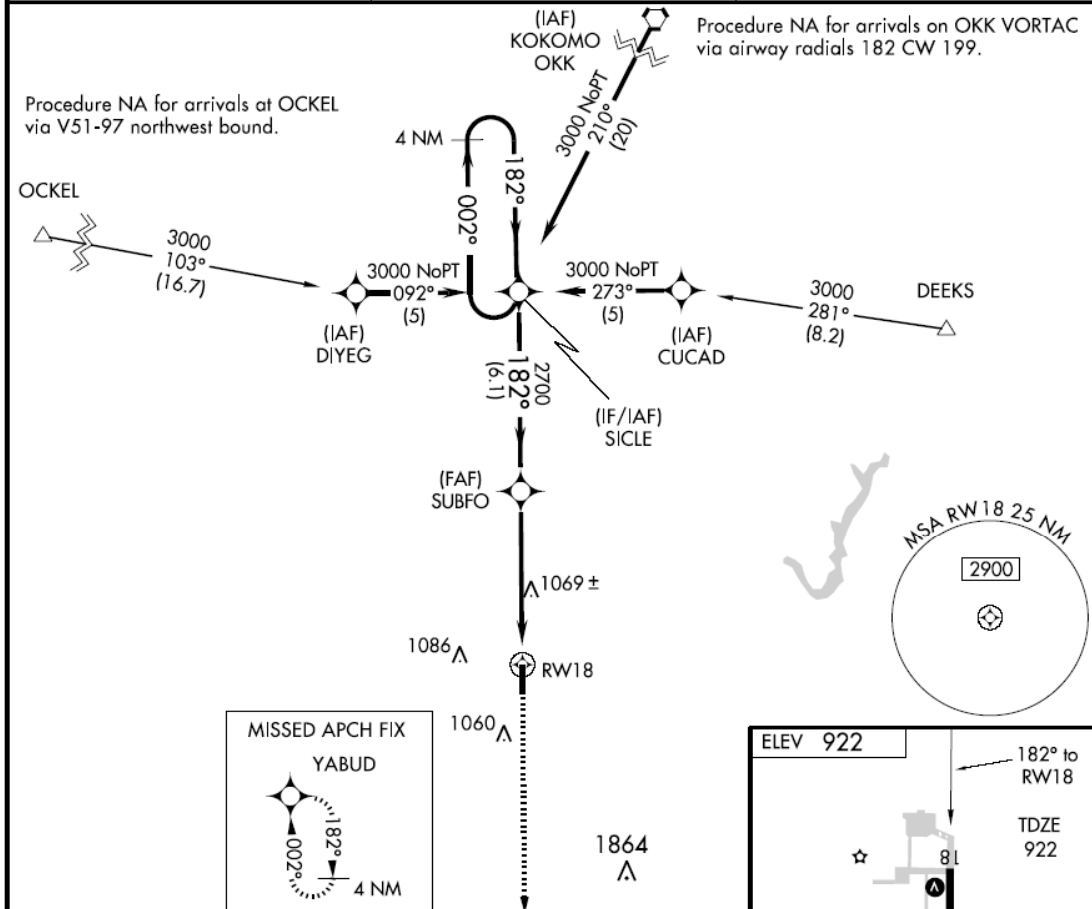
▽ When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.
△ NA VDP NA when using Indianapolis Intl altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

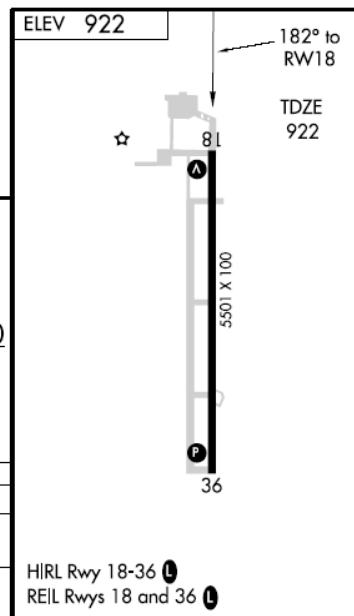
AWOS-3
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INDIANAPOLIS APP CON
124.65 127.15 317.8

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1320-1	398 (400-1)	1320-1¼	398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)



INDIANAPOLIS, INDIANA
Orig 08325

40°02'N - 86°15'W

INDIANAPOLIS EXECUTIVE (TYQ)

RNAV (GPS) RWY 18

EC-2, 20 NOV 2008 to 18 DEC 2008

EC-2, 20 NOV 2008 to 18 DEC 2008

AL-5438 (FAA)

LOC 1-TYQ <u>111.3</u>	APP CRS 002°	Rwy Idg TDZE Apt Elev	5501 922 922
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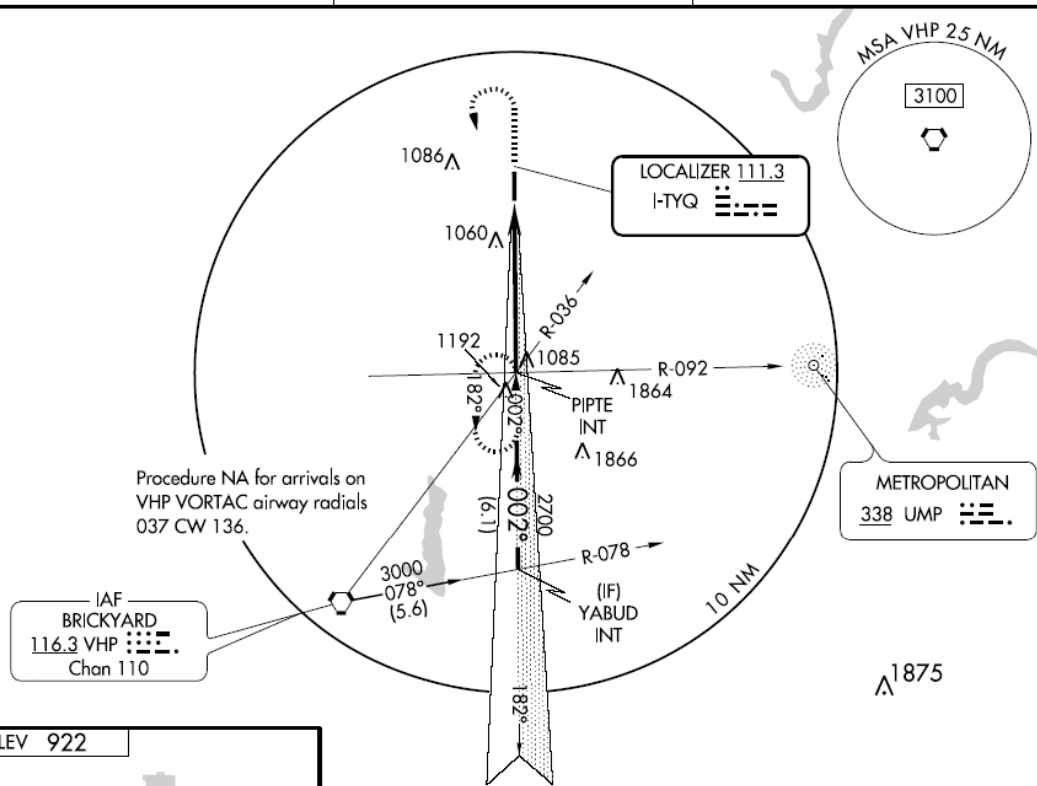
ILS or LOC RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

T ADF Required. When local altimeter setting not received, use Indianapolis Intl
A altimeter setting and increase all DA 61 feet and all S-ILS visibilities $\frac{1}{4}$ mile,
 NA increase all MDA 80 feet, and S-LOC Cat D visibility $\frac{1}{4}$ mile.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

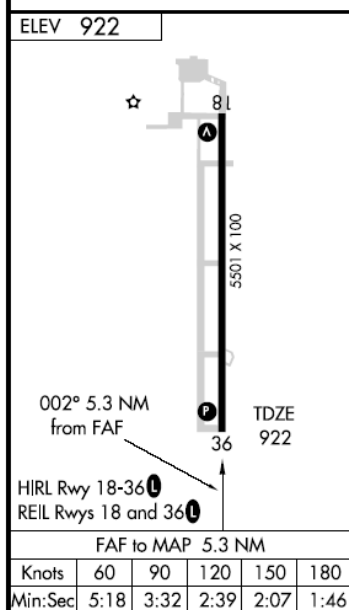
AWOS-3
120.725

INDIANAPOLIS APP CON
124.65 127.15 317.8

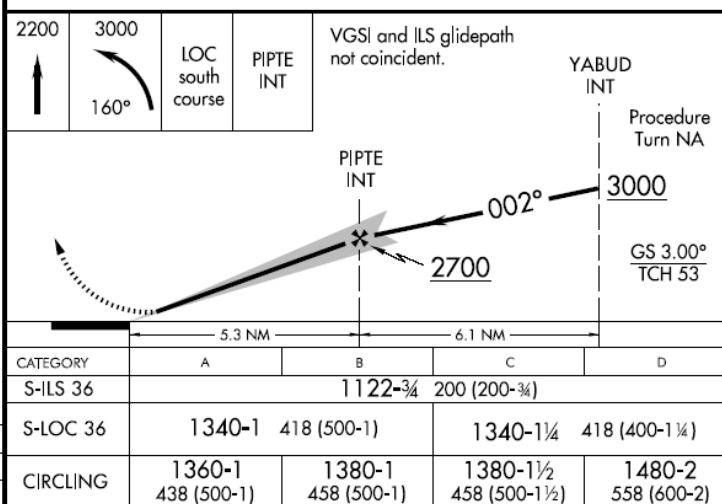
UNICOM
123.05 (CTAF) **L**

EC-2, 20 NOV 2008 to 18 DEC 2008

EC-2, 20 NOV 2008 to 18 DEC 2008

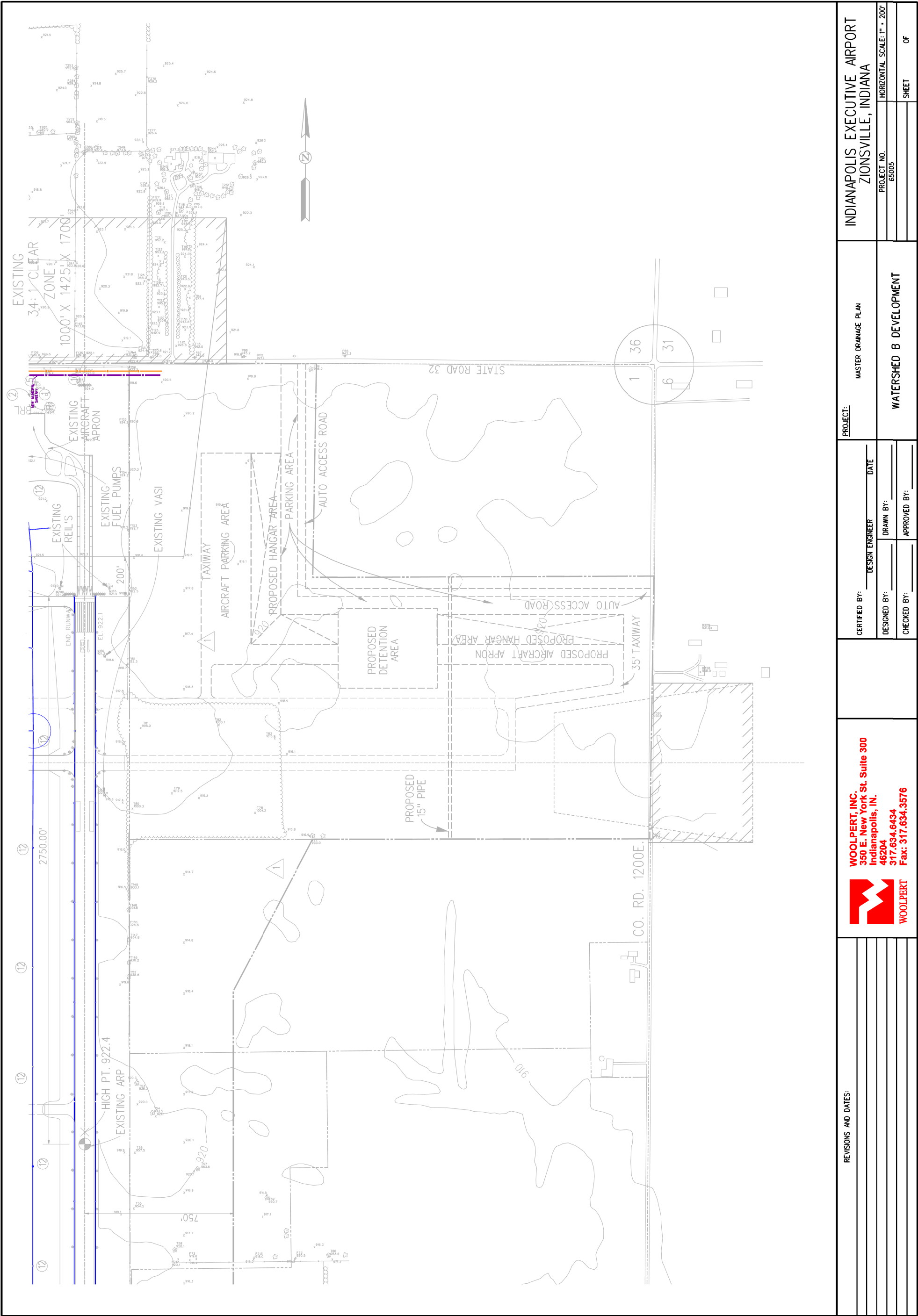



INDIANAPOLIS, INDIANA
Amdt 5 08325



INDIANAPOLIS EXECUTIVE (TYQ)
ILS or LOC RWY 36

INTENTIONALLY LEFT BLANK



<div>REVIEWS AND DATES:</div> <div></div> <div></div> <div></div> <div></div> <div></div>		<div><div></div><div>WOOLPERT, INC. 350 E. New York St. Suite 300 Indianapolis, IN. 46204 317.634.6434 Fax: 317.634.3576</div></div> <div>WOOLPERT</div>		<div></div> <div></div> <div></div> <div></div> <div></div> <div></div>		PROJECT: MASTER DRAINAGE PLAN		INDIANAPOLIS EXECUTIVE AIRPORT ZIONSVILLE, INDIANA	
						CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE _____			
						DESIGNED BY: _____ DRAWN BY: _____		PROJECT NO. 65005	
						CHECKED BY: _____ APPROVED BY: _____		WATERSHED B DEVELOPMENT	
								HORIZONTAL SCALE: 1" = 200'	
				SHEET		OF			



TYQ - INDIANAPOLIS EXECUTIVE AIRPORT USER SURVEY

Dear Airport User:

We are completing an Airport Master Plan for Indianapolis Executive Airport and need your assistance. As an airport user, we need to understand your needs and use of the facility. Accordingly, we hope you will take a few minutes to fill out this survey and return it in the self-addressed, stamped envelope. Thank you in advance for your help in planning for the future of Indianapolis Executive Airport.

Aerofinity, Inc.

1. Check the most appropriate response for your use of Indianapolis Executive Airport (TYQ).

☐ I base my personal aircraft at TYQ.
☐ My company bases their corporate aircraft at TYQ.
☐ TYQ is my destination, and I base my aircraft elsewhere.
☐ I charter an aircraft from the FBO at TYQ.
☐ I am taking flying lessons at TYQ.
☐ I belong to Eagle Flyers.
☐ I don't do any of the above; I do the following at TYQ: _____

2. Do you use TYQ because it is

☐ Close to home; ☐ Close to your business;
☐ Available hangars; ☐ Affordable hangars;
☐ Other _____

3. On average, how many times per month do you use TYQ?

_____ flights per month
(fill in the blank)

4. What type of aircraft do you or your company own, charter, or rent?

Make _____ Model _____ Year _____

Make _____ Model _____ Year _____

5. What is the length of your **farthest** destination from TYQ and how many times per year do you go there?

☐ 500 – 750 miles ☐ 750 – 1,000 miles ☐ over 1,000 miles

Trips per year _____ Destination name _____

6. How do you or your company store your aircraft?

☐ T-Hangar ☐ Tie-Down ☐ Multi-Tenant Hangar

☐ Not applicable because neither I nor my company owns an aircraft.



(PLEASE TURN OVER)

7. Do you plan to purchase an aircraft or upgrade to a larger one within the near future?

_____ Not applicable _____ 6-12 months _____ 1-3 years

8. If you plan to purchase or upgrade, what type of aircraft are you considering?

Make _____ Model _____ Year _____

Will you base this aircraft at TYQ? _____ Yes _____ No

How many flights per week will you make in this aircraft? _____
(fill in the blank)

9. If you are a pilot, what are your ratings? (Check all that apply)

_____ Student	_____ Single Engine
_____ Sport	_____ Multi-Engine
_____ Private	_____ Instrument
_____ Commercial	_____ CFI
_____ Airline Transport	_____ CFII

10. List the specific facility improvements you believe are needed at TYQ.

11. OPTIONAL: List your name _____

Phone #: _____ Email: _____

If you use TYQ for business, please answer the following questions:

12. My business use of the airport is predominantly for the following: (Check all that apply.)

_____ Transportation to meetings
_____ Transportation for suppliers/clients to my business facility
_____ Sales/Marketing
_____ Shipping Parts and supplies

13. How many people does your business employ? (Check one.)

___ 1 – 10 employees; ___ 11 – 25; ___ 25 – 50; ___ 50 – 100; ___ Over 100

14. What is your position with the company? _____

Please return this form by September 29, 2006 via one of the following:
US Mail: Aerofinity, 51 S New Jersey St., Indianapolis, IN 46204
Fax: 317.955.8479 or email: mmuia@aerofinity.com



Table1 Query TYPE & REASON

10/2/2006

ID	1a-Type of Use	2a - Reason for use	2b- Reason for use	2c-Reason for Use	2d-Reason for use	2e-Reason for use
1	Corporate Based AC; Charter AC	Close to home	Close to business	Available hangars	Affordable hangars	
2	Eagle Flyers	Close to home				
3	Fuel Stop	Close to business				
4	Base AC	Close to home	Available hangars			
5	Corporate Based AC	Close to business	Been there for years			
6	Base AC	Close to partner's home	Learned to fly there			
7	Rent AC & Maintain AC at TYQ	Good & reliable service and airplanes				
8	Corpoarte Based AC	Affordable hangars				
9	Corporate Based AC	Close to home	Available hangars			
10	Base AC	Close to home	Available hangars			
11	Base AC	Close to home				
12	Base AC	Close to home				
13	Base AC	Close to home				
14	Base AC	Close to home				
15	Base AC	Close to home				
16	Base AC	Close to home				
17	Corporate Based AC	Close to home	Available hangars	History with personnel		
18	Corporate Based AC	Close to home	Close to business			
19	TYQ is destination	Close to home				
20	Base AC	Close to home	Close to business	Rental fleet		
21	Base AC	Close to home				
22	Corporate Based AC	Close to business				
23	Corporate Based AC	Close to home	Close to business			
24	Base AC; Belong to Eagle Flyers	Close to home	Available Hangars	Initial Training		
25	Base AC	Available hangars	Affordable Hangars			
26	Base AC	Close to home	Available Hangar			
27	Corporate Based AC	Close to home	Great place with great people			
28	Base AC, Belong to Eagle Flyers	Available hangars	Great atmosphere & modern f			
29	Base AC	Close to home				
30	Base AC	Close to home	Close to business			
31	Base AC	Close to home	Available hangars			
32	Base AC	Close to home	Excellent customer service			
33	Corporate Based AC	Close to home	Close to business	Available hangars		

Table1 Query TYPE & REASON

10/2/2006

ID	1a-Type of Use	2a - Reason for use	2b- Reason for use	2c-Reason for Use	2d-Reason for use	2e-Reason for use
34	Base AC	Close to home	Available hangars			
35	Corporate Based AC	Close to home	Close to Business	Available hangars		
36	Base AC	Close to home				
37	Base AC; Belong to Eagle Flyers	Close to home				
38	Base AC	Close to home	Available hangars			
39	Corporate shared AC - 2 weeks pe	Close to business	Available hangars	Excellent FBO Service	Rwy Condition & Le	Approaches
40	Base AC	Close to home	ILS	5,000 ft. RWY		
41	Corporate Based AC	Close to home	Close to business	Affordable Hangars	Treats small AC ow	
42	Base AC	Available hangars				
43	Corporate Based AC	Close to home				
44	Base AC	Close to home				
45	Base AC	Close to home				
46	Base AC	Close to home	Close to business			
47	Corporate Based AC	Close to home	Close to business	Available Hangars	Affordable Hangars	ILS Approach
48	Base AC; Belong to Eagle Flyers	Close to home	Available Hangars			
49	Fuel Stop	Close to business				
50	Belong to Eagle Flyers	Close to home				
51	Flying lessons at TYQ	Close to home				
52	Corporate Based AC; Charter from	Close to home	Close to business	Available Hangars	Affordable Hangars	
53	Corporate Based AC	Close to home	Affordable hangars			
54	TYQ is destination	Close to business				
55	Base AC	Close to home	Available Hangars	Affordable Hangars		
56	Base AC; Blong to Eagle Flyers	Close to home				
57	Flying lessons at TYQ					
58	TYQ is destination	Close to business	Mongtomery Aviation - people			
59	Fly in & do local projects	Other - Work				
60	TYQ is my destination	Close to business				

ID	10a-Facility Improvements
1	Runway Extention; Parallel Txwy
2	Crosswind Runway; Runway Extention
3	More GPS Approaches
4	Parallel Txwy; Self Service Fuel; Better RCO; Radio/Avionics Shop
5	Parallel Txwy; New pvmt noth end; Larger apron east of FBO
6	Self Servie 100LL Fuel Pump; Full Length Txwy
7	Parallel Txwy
8	Parallel Txwy; Rwy ext to 7,000 ft
9	Parallel Txwy
10	Improve Rwy; Crosswind Rwy
11	
12	Lower cost hangars
13	
14	Parallel Txwy
15	Parallel Txwy; Crosswind Rwy
16	Remorte Clearance Delivery Frequency
17	Parallel Txwy; Restrooms near hangars; Aircraft wash stall with shade and water supply
18	Rwy Extension; Parallel Txwy
19	Parallel Txwy; Windsocks at each end of RWY
20	Parallel Txwy; Crosswind Rwy; Better lighting
21	Crosswind Rwy
22	More Corparate Hangars; 7000 ft Rwy; Crosswind Rwy
23	7000 ft Rwy; Corporate Hangar
24	Parallel Txwy; Resurface Rwy; Crosswind Rwy
25	Parallel Txwy;
26	Affordable Hangars
27	
28	
29	Affordable prices - TYQ has highest prices in the area; only stay because Dan and Andi are good people
30	Parallel Txwy; ASOS on data link - can't get it on my Garman datalink
31	Resturant, Txwy, better paved Rwy, asphalt near hangars, avionics shop
32	Self service gas (lower price) for based customers
33	Great facilities

ID	10a-Facility Improvements
34	Parallel Txwy
35	
36	Chaper hangars
37	Eliminate water problem in Hangar C-1
38	Parallel Txwy; crosswind Rwy; west T-Hangar toilets; hangar centerlines marked
39	Parallel Txwy; Remote outlet to IND ATC; restricting housing close to airport
40	Affordable Hangar Space
41	Bathrooms by hangars
42	
43	Parallel Txwy
44	
45	
46	
47	Larger ramp near terminal; rallel taxiway; WAAS instrument approach
48	More ramp area; additional large business hangar; Runway estention to 7000'
49	More GPS approaches
50	Crosswind Runway 9-27; Longer runway
51	Parallel Taxiway
52	Longer Runway; Parallel Taxiway
53	Taxiway; runway resurface; control tower; runway extention
54	
55	Parallel Taxiwway
56	Parallel Taxiway; Taxiway around canopy; crosswind runway 9-27 or similar
57	Better Taxiway system; longer runway; park rental closer to school bldg.
58	
59	Taxiway hook-up and extend runway
60	Longer Runway; Parallel Taxiway

ID	4a - Type of AC owned	4b - Year	4c - Type of AC owned	4d - Year	5a - Length of farthest destination	5b-Trips per year	5c-Desination
1	Gulfstream G100	1988	IAI 1124	1980	Over 1000	20	St. Martin
2					500-750	4	Zanesville, OH
3	AS 365 Dauphin	1991				0	
4	Cessna 310	1976			750-1000	2	Naples, FL
5	Mooney M20J	1977			750-1000	5	CQX
6	Beech A36	1973			750-1000	2	Denver, CO
7	Cessna TU206G	1975	Cessna C-150M	1975	750-1000	150	All over
8	IAI Westwind	1981	Cessna C208	1990	Over 1000	10	Scottsdale, AZ; Salt Lake City, UT
9	Piper PA-28-181	1979			500-750	3	
10	Cessna 500 Citation	1976	Piper PA 20	1963	750-1000	20	Florida
11	Cessna 310R	1975	Beech Bonanza	1978	500-750	6	Florida
12	Piper Warrior	1978			500-750	4	Varies
13	Beechcraft T34A	1954				0	
14	Cessna 172	1998			500-750	2	
15	Cirrus SR20				500-750	6	Lakeland, WI
16	Piper 32R	1977			500-750	2	Atlanta, GA
17	Cessna T-206H	2003			500-750	2	Gluf Shores
18	Westwind 1124	1980	Astra 1125	1989	Over 1000	10	Long Beach, CA; Naples FL
19	Beech Bonanza	1997			Over 1000	12	
20	Cessna 172S	2004			500-750	2	Jacksonville, FL
21	Cessna 172	2004	PA 24-39	1964	Over 1000	6	FXE
22	GII		L-25		Over 1000	900	
23	C208	1999			Over 1000	0	JKS
24	Cessna 172	2004			500-750	6	Ontario, Canada
25	Cessna 172A	1960			500-750	2	KEGV
26					500-750	5	
27	Piper PA32-301R	1999			500-750	4	Ricelake, WI
28	Cessna T182T	2004			Over 1000	4	Naples, FL
29	Piper Cherokee	1974				0	
30	Mitsubishi MU-2	1981			Over 1000	4	Several destinations
31	Cirrus SR22	2005			500-750	6	
32	Cessna 310R	1975			750-1000	4	Florida
33	Cessna 340	1971			750-1000	6	Gulf Coast

ID	4a - Type of AC owned	4b - Year	4c - Type of AC owned	4d - Year	5a - Length of farthest destination	5b-Trips per year	5c-Desination
34	Piper PA28-150	1966			200-500	2	Milwaukee & Wausau WI
35	Cessna 421B	1974			Over 1000	2	Florida
36	Piper PA32-300	1974			750-1000	3	Boston MA; Maine
37	Cessna 170	1948			500-750	1	
38	Cessna 182S	2000			Over 1000	1	San Francisco, CA
39	Raytheon Hawker 700	1982			Over 1000	7	Los Angeles, CA
40	Cessna 310H	1963			500-750	5	
41	Piper Archer III	2003			500-750	1	Jamestown, NY
42	Beech Musketeer	1963			Under 500	3	Indiana
43	Gulfstream Commander	1984			750-1000	6	Sarastoa, FL
44	Piper Tripacer	1959			500-750	2	Mackinaw Island, MI
45	Cessna T310R	1978			750-1000	4	Sarasota, FL
46	Piper Deakota	1979				0	FWA
47	Piper Meridian	2001			750-1000	5	Naples, FL
48	PA-28-180	1986			500-750	5	7FL6/Sarasota
49	AS 365 Dauphin	1991				0	
50					500-750	4	Zanesville, OH
51	Cessna 182	2001	Piper Arrow		500-750	0	
52	Gulfstream G100	1988	IAI 1124	1980	Over 1000	20	St. Marten
53	Cessna Citation Bravo	1999			Over 1000	60	Grand Cayman
54	Beech B200	1999			750-1000	2	
55	Beech 35	1970			500-750	6	
56	Secata Trinidad	1986			500-750	3	Blacksburg, VA
57	Cessna 172				500-750	1	RVS - Tulsa
58	Cessna C-650	1990			500-750	0	MDT - Harris
59	Beech Baron	1986	Cessna 172	2001	Over 1000	7	GIF
60	Hawker 800				500-750	5	Various

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
1	Corporate Based AC; Charter AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Available hangars		Affordable hangars
Reason (cont.)		3 - The # of flights per month made
		20
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Gulfstream G100		1988
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
IAI 1124		1980
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	St. Martin	20
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Gulfstream 200	2001
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		5-10
9 - Ratings		
ATP; ME; Inst		
10a-Facility Improvements		
Runway Extention; Parallel Txwy		
11a-Name	11b-Phone	11c-Email
Mark Emiger	317-509-8037	
12 - Business use of TYQ		
Transportation of suppliers/clients to my business facility		
13 - Employees		14 - Position
1-10		Captain

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
2	Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Zanesville, OH	4
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Cessna 182	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		2-3
9 - Ratings		
Pvt		
10a-Facility Improvements		
Crosswind Runway; Runway Extension		
11a-Name	11b-Phone	11c-Email
David C. Smith	317-902-4102	dcsmithdp@prodigy.net
12 - Business use of TYQ		
Transporation to meetings		
13 - Employees		14 - Position
1-10		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
3	Fuel Stop	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
AS 365 Dauphin		1991
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
		0
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; Inst		
10a-Facility Improvements		
More GPS Approaches		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position
		Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
4	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		12
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 310		1976
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Naples, FL	2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Piper Saratoga	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		3
9 - Ratings		
ATP; MEI; CFII		
10a-Facility Improvements		
Parallel Txwy; Self Service Fuel; Better RCO; Radio/Avionics Shop		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
1-10		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
5	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		Been there for years
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Mooney M20J		1977
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	CQX	5
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
CFII		
10a-Facility Improvements		
Parallel Txwy; New pvmt noth end; Larger apron east of FBO		
11a-Name	11b-Phone	11c-Email
William Cummings	872-1100	whcspndft@aol.com
12 - Business use of TYQ		
Transportation to meetings; sales/marketing		
13 - Employees		14 - Position
1-10		President & CFO

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
6	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to partner's home		Learned to fly there
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech A36		1973
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Denver, CO	2
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Self Servie 100LL Fuel Pump; Full Length Txwy		
11a-Name	11b-Phone	11c-Email
Tom Bedsole	317-696-1949	tbedsole@locke.com
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
Over 100		Partner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
7	Rent AC & Maintain AC at TYQ	
2a - Reason they chose TYQ		Reason (cont.)
Good & reliable service and airplanes		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna TU206G		1975
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Cessna C-150M		1975
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	All over	150
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Aero Commandar 500	1970
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; MEI		
10a-Facility Improvements		
Parallel Txwy		
11a-Name	11b-Phone	11c-Email
Jay Grumme	317-845-9898	
12 - Business use of TYQ		
Maintenance of 2 airplanes & rental of other airplanes		
13 - Employees		14 - Position
1-10		President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
8	Corpoarte Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Affordable hangars		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
IAI Westwind		1981
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Cessna C208		1990
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Scottsdale, AZ; Salt Lake City,	10
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
ATP; MEI; CFII		
10a-Facility Improvements		
Parallel Txwy; Rwy ext to 7,000 ft		
11a-Name	11b-Phone	11c-Email
Jim Jacobi	317-698-3250	
12 - Business use of TYQ		
Transportatio to meetins; sales/marketing		
13 - Employees		14 - Position
1-10		Director of Flight Operations

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
9	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper PA-28-181		1979
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		3
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Piper 6X	2004
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1-2
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Parallel Txwy		
11a-Name	11b-Phone	11c-Email
Thomas Edgerton		
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
1-10		President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
10	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 500 Citation		1976
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Piper PA 20		1963
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Florida	20
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Eclipse 500	2007
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1
9 - Ratings		
Com; MEI		
10a-Facility Improvements		
Improve Rwy; Crosswind Rwy		
11a-Name	11b-Phone	11c-Email
Anoop Sondhi	849-1656	
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
25-50		President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
11	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		8
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 310R		1975
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Beech Bonanza		1978
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Florida	6
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs		
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		
9 - Ratings		
Pvt; MEI		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Steve Schutz	317-710-2343	pegasus79@aol.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
12	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		2
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Warrior		1978
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Varies	4
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt		
10a-Facility Improvements		
Lower cost hangars		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
13	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beechcraft T34A		1954
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
		0
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Dave Klym		dklym@aol.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
14	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		7
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 172		1998
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; SEI		
10a-Facility Improvements		
Parallel Txwy		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
15	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cirrus SR20		
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Lakeland, WI	6
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Saratoga SR20	2006
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Parallel Txwy; Crosswind Rwy		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
Over 100		Vice President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
16	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper 32R		1977
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Atlanta, GA	2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SE1		
10a-Facility Improvements		
Remorte Clearance Delivery Frequency		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
17	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
History with personnel		
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna T-206H		2003
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Gluf Shores	2
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Eclipse 500	New
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		2
9 - Ratings		
Com; MEI; CFII		
10a-Facility Improvements		
Parallel Txwy; Restrooms near hangars; Aircraft wash stall with shade and water supply		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
25-50		Chief Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
18	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		30
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Westwind 1124		1980
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Astra 1125		1989
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Long Beach, CA; Naples FL	10
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Gulfstream G-200	2000
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		7
9 - Ratings		
10a-Facility Improvements		
Rwy Extension; Parallel Txwy		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position
25-50		President/CEO

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
19	TYQ is destination	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech Bonanza		1997
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000		12
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo		
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		3
9 - Ratings		
Com; SEI		
10a-Facility Improvements		
Parallel Txwy; Windsocks at each end of RWY		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
20	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Rental fleet		
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 172S		2004
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Jacksonville, FL	2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Cirrus SR22	2003
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Parallel Txwy; Crosswind Rwy; Better lighting		
11a-Name	11b-Phone	11c-Email
John Moore	807-2911	johnmoorespill@11.com
12 - Business use of TYQ		
Transportation to meetings; sales/marketing		
13 - Employees	14 - Position	
1-10	President	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
21	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 172		2004
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
PA 24-39		1964
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	FXE	6
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
MEI		
10a-Facility Improvements		
Crosswind Rwy		
11a-Name	11b-Phone	11c-Email
Carl Winkler		indplterry@msn.com
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
1-10		CFO

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
22	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		80
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
GII		
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
L-25		
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000		900
6 - AC storage type		
Multi Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3	BBJ-737	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		4
9 - Ratings		
10a-Facility Improvements		
More Corporate Hangars; 7000 ft Rwy; Crosswind Rwy		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
50-100		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
23	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		9
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
C208		1999
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	JKS	0
6 - AC storage type		
Multi Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3	Falcon 50	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		2
9 - Ratings		
10a-Facility Improvements		
7000 ft Rwy; Corporate Hangar		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
25-50		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
24	Base AC; Belong to Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available Hangars
Reason (cont.)		Reason (cont.)
Initial Training		
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 172		2004
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Ontario, Canada	6
6 - AC storage type		
T-hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Seawind 3000C / Cirrus226TS	2007
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Parallel Txwy; Resurface Rwy; Crosswind Rwy		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
25	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Available hangars		Affordable Hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 172A		1960
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	KEGV	2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Parallel Txwy;		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
26	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available Hangar
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		8
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		5
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; MEI; CFII		
10a-Facility Improvements		
Affordable Hangars		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
27	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Great place with great people
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper PA32-301R		1999
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Ricelake, WI	4
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3		
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		2
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Ben Miller	317-638-2326	bmiller@millerveneers.com
12 - Business use of TYQ		
Transportation to meetings; Transportation for suppliers/clients to my business facility; sales/marketing		
13 - Employees		14 - Position
Over 100		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
28	Base AC, Belong to Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Available hangars		Great atmosphere & modern facility
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		15
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna T182T		2004
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Naples, FL	4
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	C-206 / C-210	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		
9 - Ratings		
Com; SEI		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Mac Neill	317-873-9252	bmacneill@indy.rr.com
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
29	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Cherokee		1974
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
		0
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Affordable prices - TYQ has highest prices in the area; only stay because Dan and Andi are good people.		
11a-Name	11b-Phone	11c-Email
Jill Butterfield	317-867-0189	jilebean@verizon.net
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
30	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		12
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Mitsubishi MU-2		1981
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Several destinations	4
6 - AC storage type		
Multi Tentant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Mitsubishi MU-2	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		1
9 - Ratings		
Com; MEI		
10a-Facility Improvements		
Parallel Txwy; ASOS on data link - can't get it on my Garman datalink		
11a-Name	11b-Phone	11c-Email
Greg Mink	317-818-4480	
12 - Business use of TYQ		
Sales/Marketing		
13 - Employees	14 - Position	
11-25	COO	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
31	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		8
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cirrus SR22		2005
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		6
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Resturant, Txwy, better paved Rwy, asphalt near hangars, avionics shop		
11a-Name	11b-Phone	11c-Email
Nasser	844-7833	nasserendo@aol.com
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
32	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Excellent customer service
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 310R		1975
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Florida	4
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; MEI		
10a-Facility Improvements		
Self service gas (lower price) for based customers		
11a-Name	11b-Phone	11c-Email
Jeff Keek	317-919-7273	
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
33	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Available hangars		
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 340		1971
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Gulf Coast	6
6 - AC storage type		
Single Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
NA		
10a-Facility Improvements		
Great facilities		
11a-Name	11b-Phone	11c-Email
Jeff Kittle	317-805-1980	
12 - Business use of TYQ		
Transporation to meetings; sales/marketing		
13 - Employees		14 - Position
Over 100		Executive VP and Co-owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
34	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper PA28-150		1966
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
200-500	Milwaukee & Wausau WI	2
6 - AC storage type		
Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt		
10a-Facility Improvements		
Parallel Txwy		
11a-Name	11b-Phone	11c-Email
Jim Delonay	317-818-9089	jdelonay@indy.rr.com
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
35	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to Business
Reason (cont.)		Reason (cont.)
Available hangars		
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 421B		1974
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Florida	2
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs		
8c-Plan to base at TYQ		8d-Flights per week in new AC
		2
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Bill Bastian	317-574-9086	bbastianii@bmhcorp.com
12 - Business use of TYQ		
Sales/marketing		
13 - Employees		14 - Position
Over 100		President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
36	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		10
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper PA32-300		1974
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Boston MA; Maine	3
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Chaper hangars		
11a-Name	11b-Phone	11c-Email
J K Laczin	733-9148	
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
37	Base AC; Belong to Eagle Flyers	
2a - Reason they chose TYQ	Reason (cont.)	
Close to home		
Reason (cont.)	Reason (cont.)	
Reason (cont.)	3 - The # of flights per month made	
	6	
4a - Type of AC owned - 1st AC	4b - Year of 1st AC	
Cessna 170	1948	
4c - Type of AC owned - 2nd AC	4d - Year of 2nd AC	
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		1
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SE		
10a-Facility Improvements		
Eliminate water problem in Hangar C-1		
11a-Name	11b-Phone	11c-Email
Dave Esslinger	557-7139	aquanaut@indy.rr.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
38	Base AC	
2a - Reason they chose TYQ	Reason (cont.)	
Close to home	Available hangars	
Reason (cont.)	Reason (cont.)	
Reason (cont.)	3 - The # of flights per month made	
	3	
4a - Type of AC owned - 1st AC	4b - Year of 1st AC	
Cessna 182S	2000	
4c - Type of AC owned - 2nd AC	4d - Year of 2nd AC	
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	San Francisco, CA	1
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt		
10a-Facility Improvements		
Parallel Txwy; crosswind Rwy; west T-Hangar toilets; hangar centerlines marked		
11a-Name	11b-Phone	11c-Email
John Anderson	317-432-3918	andolesley@aol.com
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees	14 - Position	
50-100	Manager	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
39	Corporate shared AC - 2 weeks per month from TYQ	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		Available hangars
Reason (cont.)		Reason (cont.)
Excellent FBO Service		Rwy Condition & Length
Reason (cont.)		3 - The # of flights per month made
Approaches		15
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Raytheon Hawker 700		1982
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Los Angeles, CA	7
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
ATP		
10a-Facility Improvements		
Parallel Txwy; Remote outlet to IND ATC; restricting housing close to airport		
11a-Name	11b-Phone	11c-Email
Michael Gardonio	218-393-1956	
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
Over 100		Chief Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
40	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		ILS
Reason (cont.)		Reason (cont.)
5,000 ft. RWY		
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 310H		1963
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		5
6 - AC storage type		
Tie-Down		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; MEI		
10a-Facility Improvements		
Affordable Hangar Space		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
41	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Affordable Hangars		Treats small AC owners well
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Archer III		2003
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Jamestown, NY	1
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Bathrooms by hangars		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
1-10		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
42	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Available hangars		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech Musketeer		1963
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Under 500	Indiana	3
6 - AC storage type		
T-hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
43	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		12
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Gulfstream Commander		1984
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Sarastoa, FL	6
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Jet	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		4
9 - Ratings		
ATP; MEI		
10a-Facility Improvements		
Parallel Txwy		
11a-Name	11b-Phone	11c-Email
Jim Kaim	317-407-8798	jimkaim@msn.com
12 - Business use of TYQ		
Sales/Marketing		
13 - Employees		14 - Position
25-50		Company Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
44	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		1
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Tripacer		1959
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Mackinaw Island, MI	2
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
45	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna T310R		1978
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Sarasota, FL	4
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Gary Light	317-432-0310	aylite@aol.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
46	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		10
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Deakota		1979
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
	FWA	0
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Saratoga	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		
9 - Ratings		
Pvt: SE1		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Doublas Peet	317-573-4000	eagle15103@aol.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
47	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Available Hangars		Affordable Hangars
Reason (cont.)		3 - The # of flights per month made
ILS Approach		20
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Piper Meridian		2001
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000	Naples, FL	5
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Socata TBM 700	
8c-Plan to base at TYQ		8d-Flights per week in new AC
		5
9 - Ratings		
Com; MEI; CFII		
10a-Facility Improvements		
Larger ramp near terminal; rarallel taxiway; WAAS instrument approach		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees	14 - Position	
50-100	Chief Pilot	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
48	Base AC; Belong to Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available Hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		8
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
PA-28-180		1986
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	7FL6/Sarasota	5
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs		
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		2
9 - Ratings		
Pvt		
10a-Facility Improvements		
More ramp area; additional large business hangar; Runway estention to 7000'		
11a-Name	11b-Phone	11c-Email
Michael Baker	317-413-4129	mbaker@kw.com
12 - Business use of TYQ		
Transportation to meetings; Sales/Marketing		
13 - Employees	14 - Position	
1-10	Owner	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
49	Fuel Stop	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		4
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
AS 365 Dauphin		1991
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
		0
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; Inst		
10a-Facility Improvements		
More GPS approaches		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees		14 - Position
		Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
50	Belong to Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		3
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Zanesville, OH	4
6 - AC storage type		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Cessna 182	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		3
9 - Ratings		
Pvt		
10a-Facility Improvements		
Crosswind Runway 9-27; Longer runway		
11a-Name	11b-Phone	11c-Email
David C. Smith	317-902-4102	dcsmithdp@prodigy.net
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees		14 - Position
1-10		Owner

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
51	Flying lessons at TYQ	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna 182		2001
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Piper Arrow		
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		0
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Parallel Taxiway		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
52	Corporate Based AC; Charter from FBO	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Close to business
Reason (cont.)		Reason (cont.)
Available Hangars		Affordable Hangars
Reason (cont.)		3 - The # of flights per month made
		20
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Gulfstream G100		1988
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
IAI 1124		1980
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	St. Marten	20
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
6-12 mo	Gulfstream 200	2001
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		10
9 - Ratings		
ATP; MEI		
10a-Facility Improvements		
Longer Runway; Parallel Taxiway		
11a-Name	11b-Phone	11c-Email
Mark Eminger	317-509-8037	
12 - Business use of TYQ		
Transportation to meetings		
13 - Employees	14 - Position	
1-10	Captain	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
53	Corporate Based AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Affordable hangars
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		15
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Cessna Citation Bravo		1999
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	Grand Cayman	60
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Citation	
8c-Plan to base at TYQ		8d-Flights per week in new AC
Yes		3
9 - Ratings		
ATP; MEI		
10a-Facility Improvements		
Taxiway; runway resurface; control tower; runway extention		
11a-Name	11b-Phone	11c-Email
Pat Chatterton	317-341-2115	
12 - Business use of TYQ		
Transportation to meetings; transportation for suppliers/clients to my business facility		
13 - Employees		14 - Position
Over 100		Chief Pilot

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
54	TYQ is destination	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		1
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech B200		1999
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
750-1000		2
6 - AC storage type		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
MEI; CFII		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
Maxon Corp / HKW		
12 - Business use of TYQ		
Transportation to meetings; transportation for suppliers/clients to my business facility		
13 - Employees		14 - Position
Over 100		Aviation Manager

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
55	Base AC	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		Available Hangars
Reason (cont.)		Reason (cont.)
Affordable Hangars		
Reason (cont.)		3 - The # of flights per month made
		10
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech 35		1970
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750		6
6 - AC storage type		
Multi-Tenant Hangars		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Parallel Taxiway		
11a-Name	11b-Phone	11c-Email
Tim Buckley	317-873-3785	tbuckley@buckleyjacobs.com
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
56	Base AC; Blong to Eagle Flyers	
2a - Reason they chose TYQ		Reason (cont.)
Close to home		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		6
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Secata Trinidad		1986
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Blacksburg, VA	3
6 - AC storage type		
T-Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Pvt; Inst		
10a-Facility Improvements		
Parallel Taxiway; Taxiway around canopy; crosswind runway 9-27 or similar		
11a-Name	11b-Phone	11c-Email
Craig Sherman		
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
57	Flying lessons at TYQ	
2a - Reason they chose TYQ	Reason (cont.)	
Reason (cont.)	Reason (cont.)	
Reason (cont.)	3 - The # of flights per month made	
	4	
4a - Type of AC owned - 1st AC	4b - Year of 1st AC	
Cessna 172		
4c - Type of AC owned - 2nd AC	4d - Year of 2nd AC	
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	RVS - Tulsa	1
6 - AC storage type		
NA		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ	8d-Flights per week in new AC	
9 - Ratings		
Pvt; SEI		
10a-Facility Improvements		
Better Taxiway system; longer runway; park rental closer to school bldg.		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
13 - Employees	14 - Position	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
58	TYQ is destination	
2a - Reason they chose TYQ	Reason (cont.)	
Close to business	Montgomery Aviation - people are the best	
Reason (cont.)	Reason (cont.)	
Reason (cont.)	3 - The # of flights per month made	
	4	
4a - Type of AC owned - 1st AC	4b - Year of 1st AC	
Cessna C-650	1990	
4c - Type of AC owned - 2nd AC	4d - Year of 2nd AC	
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	MDT - Harris	0
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
1-3 yrs	Bombardier Challenger	1994
8c-Plan to base at TYQ	8d-Flights per week in new AC	
No	6	
9 - Ratings		
ATP		
10a-Facility Improvements		
11a-Name	11b-Phone	11c-Email
James McMahon	717-877-4482	miflight@aol.com
12 - Business use of TYQ		
Transportation to meetings; transportation for suppliers/clients to my business facility; sales/marketing		
13 - Employees	14 - Position	
Over 100	Chief Pilot/Captain	

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
59	Fly in & do local projects	
2a - Reason they chose TYQ		Reason (cont.)
Other - Work		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		2
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Beech Baron		1986
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
Cessna 172		2001
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
Over 1000	GIF	7
6 - AC storage type		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
Com; MEI; CFII		
10a-Facility Improvements		
Taxiway hook-up and extend runway		
11a-Name	11b-Phone	11c-Email
Bachman Aviation	863-299-8187	
12 - Business use of TYQ		
Transportation for suppliers/clients to my business facility		
13 - Employees		14 - Position
1-10		Vice President

TYQ USER SURVEY 9-06		
Response #	1a-Type of use of TYQ	
60	TYQ is my destination	
2a - Reason they chose TYQ		Reason (cont.)
Close to business		
Reason (cont.)		Reason (cont.)
Reason (cont.)		3 - The # of flights per month made
		1
4a - Type of AC owned - 1st AC		4b - Year of 1st AC
Hawker 800		
4c - Type of AC owned - 2nd AC		4d - Year of 2nd AC
5a - Length of farthest destinat	5c-Desination Name	5b-Trips per year
500-750	Various	5
6 - AC storage type		
Multi-Tenant Hangar		
7 - Plan to purchase AC	8a-Type of AC plan to purchase	8b-Year of AC plan to purchas
NA		
8c-Plan to base at TYQ		8d-Flights per week in new AC
9 - Ratings		
ATP; CFII		
10a-Facility Improvements		
Longer Runway; Parallel Taxiway		
11a-Name	11b-Phone	11c-Email
12 - Business use of TYQ		
Transporation to meetings		
13 - Employees		14 - Position
Over 100		Pilot

AIRFIELD CAPACITY

Airfield capacity is the measure of the runway system's ability to accommodate the existing and future demand for airfield operations. Capacity is expressed both as an hourly capacity figure and as an annual figure. Hourly capacity is a measure of the maximum number of aircraft operations that can be accommodated in one hour. Annual capacity is expressed as the Annual Service Volume (ASV) and is a reasonable estimate of an airport's annual capacity. ASV is dependent on several factors: the hourly capacity, the differences in runway use, aircraft mix, and weather conditions, all of which are considered in the ASV calculation.

FAA Advisory Circular 150/5060-5, Airport Capacity and Delay provides the guidance for calculating the ASV. This advisory circular presents two methods for calculating capacity: long-range planning and specific facility assessment. The long-range planning method assumes that:

- Arrivals equal departures
- The percent of touch and goes (an aircraft landing followed by a takeoff without the aircraft coming to a full stop) is within the range on the table
- There is a full length parallel taxiway, ample runway entrance and exit taxiways, and no taxiway crossing problems
- There are no airspace limitations that would adversely impact flight operations
- The airport has at least one runway equipped with an instrument landing system (ILS)
- Instrument flight rule (IFR) conditions occur roughly 10 percent of the time
- Approximately 80 percent of the time, the airport is operated with the runway use configuration that produces the greatest hourly capacity

Operations at TYQ generally meet the above assumptions. To determine the airport capacity, the mix index for the airport needs to be calculated. The mix index is the relative percent of operations conducted by each of the four classes of aircraft shown in **Exhibit F-1**. The mix index is the mathematical expression of the aircraft mix, and is the percent of C aircraft plus three (3) times the percent of D aircraft $[(C + 3D)]$.

EXHIBIT F-1: Aircraft Classifications for Capacity and Delay Analysis

Aircraft Class	Maximum Takeoff Weight	Number of Engines	Wake Turbulence Classification
A	12,500 or less	Single	Small
B	12,500 or less	Multi	Small
C	12,500-300,000	Multi	Large
D	Over 300,000	Multi	Heavy

Source: FAA Advisory Circular 150/5060-5 Airport Capacity and Delay, Table 1-1.

All of the aircraft operating at TYQ with maximum certified takeoff weights of more than 12,500 pounds fall within the wake turbulence classification of C. No D class aircraft, which are heavy air carrier jets, operate at TYQ. In 2005, approximately 11 percent of the annual operations at Indianapolis Executive Airport were by large aircraft (2,073 operations by large aircraft out of a 44,632 annual operations) for a mix index of 11 (C+3*D).

Reviewing the long-term planning runway user configurations in *FAA Advisory Circular 150/5060-5, Airport Capacity and Delay*, there is one runway-use configuration that represents the operations at TYQ, as shown on **Exhibit F-2**. With a mix index of 0-20, as shown on Exhibit 3D, the long-range planning annual service volume (ASV) is estimated at 230,000 operations. The hourly capacity under visual flight rules (VFR) conditions is estimated at 98 operations per hour and under IFR at 59 operations per hour.

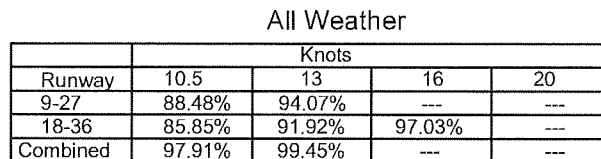
EXHIBIT F-2: Capacity and Annual Service Volume for Long Range Planning

Runway-Use Configuration

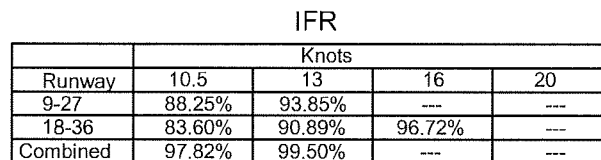


Mix Index %(C+3D)	Hourly Capacity Ops/Hr		Annual Service Volume Ops/Yr
	VFR	IFR	
0 to 20	98	59	230,000
21 to 50	74	57	195,000
51 to 60	63	56	205,000
81 to 120	55	53	210,000
121 to 180	51	50	240,000

Source: FAA Advisory Circular 150/5060-5, Airport Capacity and Delay

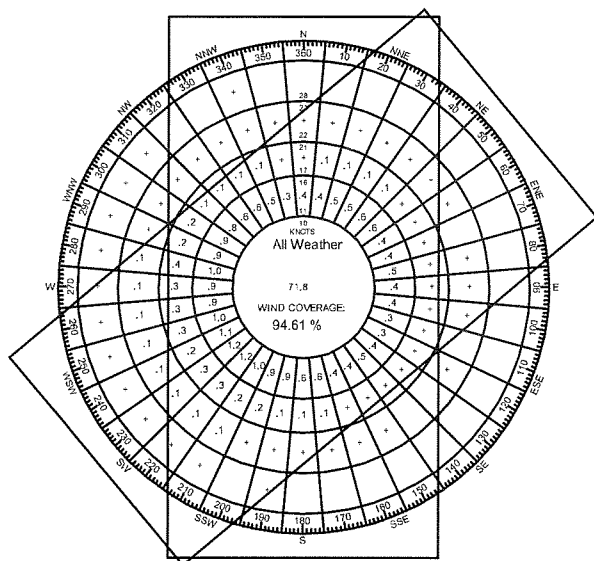


OBSERVATIONS : 84,715 Observations
1996-2006



OBSERVATIONS : 6,473 Observations
1996-2006

Ceiling less than 1,000 ft. but equal to or greater than 200 feet and/or visibility less than 3 miles but equal to or greater than 0.5 miles.

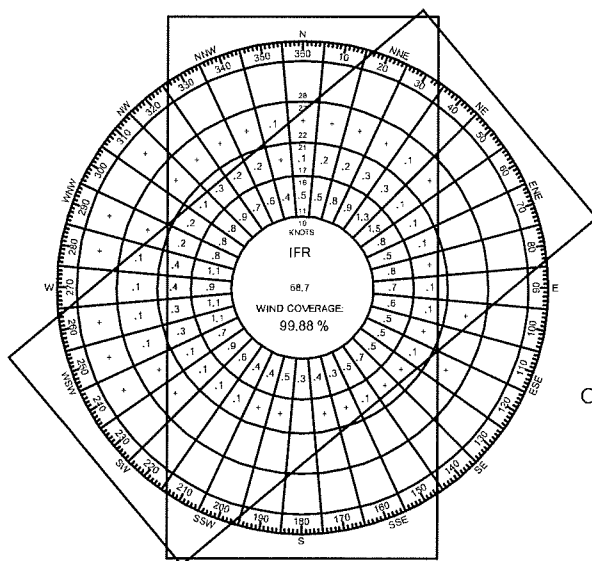


All Weather

Runway	Knots			
	10.5	13	16	20
5-23	89.11%	94.12%	---	---
18-36	85.85%	91.92%	97.03%	---
Combined	94.61%	97.78%	---	---

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 84,715 Observations
1996-2006



IFR

Runway	Knots			
	10.5	13	16	20
5-23	87.13%	92.85%	---	---
18-36	83.60%	90.89%	96.72%	---
Combined	93.60%	97.45%	---	---

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 6,473 Observations
1996-2006

Ceiling less than 1,000 ft. but equal to or greater than
200 feet and/or visibility less than 3 miles but equal
to or greater than 0.5 miles.

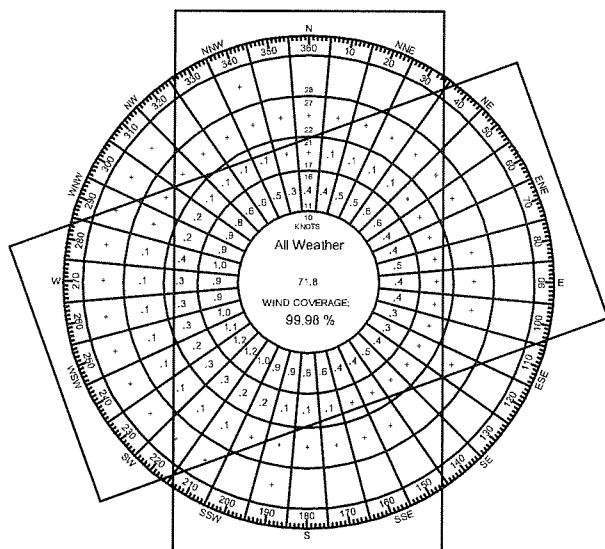
Windrose



Runway 5-23 and Runway 18-36

Indianapolis Executive Airport

Zionsville, IN

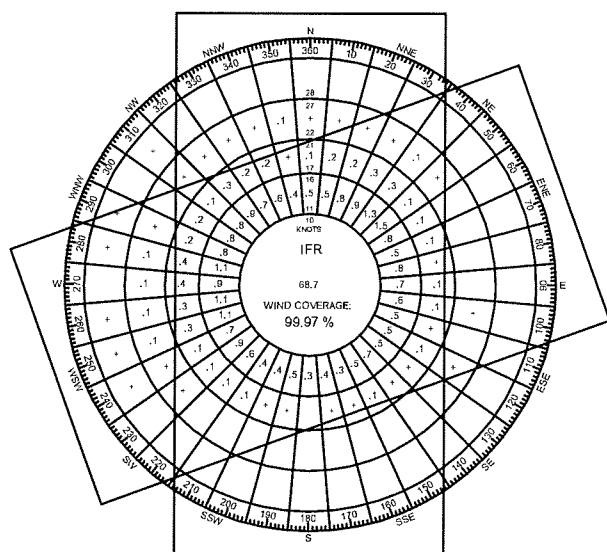


All Weather

Runway	Knots			
	10.5	13	16	20
7-25	89.44%	94.67%	----	----
18-36	85.85%	91.92%	97.03%	----
Combined	97.19%	99.27%	----	----

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 84,715 Observations
1996-2006



IFR

Runway	Knots			
	10.5	13	16	20
7-25	88.33%	93.88%	----	----
18-36	83.60%	90.89%	96.72%	----
Combined	96.73%	99.24%	----	----

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 6,473 Observations
1996-2006

Ceiling less than 1,000 ft. but equal to or greater than
200 feet and/or visibility less than 3 miles but equal
to or greater than 0.5 miles.

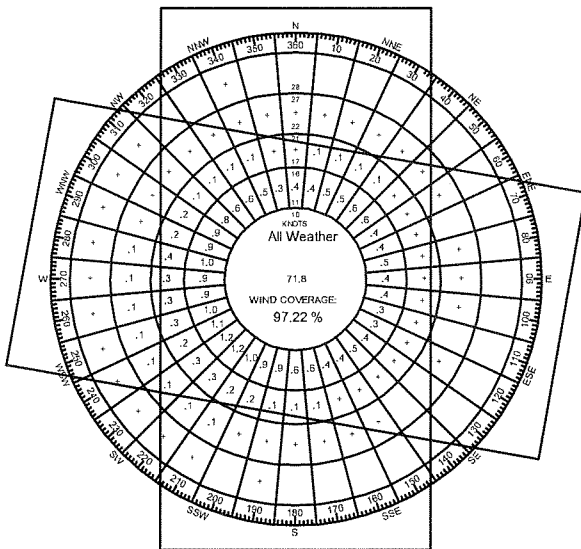
Windrose



Runway 7-25 and Runway 18-36

Indianapolis Executive Airport

Zionsville, IN

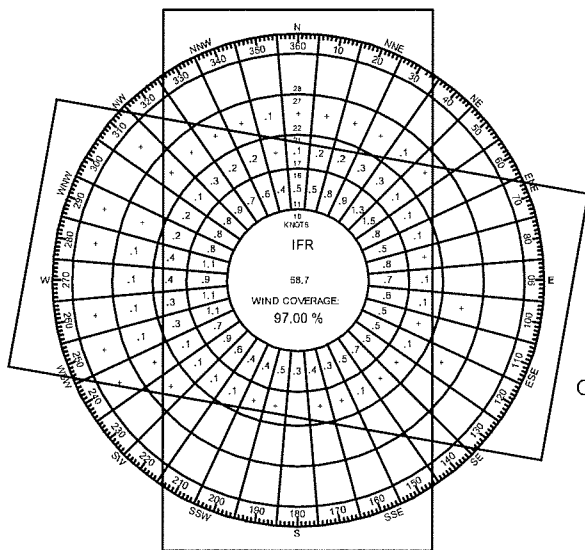


All Weather

Runway	Knots			
	10.5	13	16	20
10-28	87.67%	93.41%	----	----
18-36	85.85%	91.92%	97.03%	----
Combined	97.22%	99.20%	----	----

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 84,715 Observations
1996-2006



IFR

Runway	Knots			
	10.5	13	16	20
10.28	87.50%	93.52%	----	----
18-36	83.60%	90.89%	96.72%	----
Combined	97.00%	99.40%	----	----

SOURCE: NOAA National Climatic Center
Asheville, N.C.
Indianapolis International Airport
Indianapolis, Indiana

OBSERVATIONS : 6,473 Observations
1996-2006

Ceiling less than 1,000 ft. but equal to or greater than
200 feet and/or visibility less than 3 miles but equal
to or greater than 0.5 miles.

Windrose



Runway 10-28 and Runway 18-36

Indianapolis Executive Airport

Zionsville, IN



3901 Industrial Blvd
Indianapolis, Indiana 46254
Phone: 317-388-1982 ext. 40
Fax: 317-388-1986

Amy Noel Smith
Ecological Resource Specialist
email:
asmith@jfnew.com

Corporate Office:
Walkerton, Indiana

Ann Arbor, Michigan

Crete, Illinois

Indianapolis, Indiana

Grand Haven, Michigan

Cincinnati, Ohio

Madison, Wisconsin

Native Plant Nursery:
Walkerton, Indiana

www.jfnew.com

July 1, 2008

Mr. Chris Snyder
Woolpert, Inc.
350 E. New York Street, Suite 200
Indianapolis, IN 46204

**RE: *Regulated Waters Determination Report
Indianapolis Executive Airport
Boone and Hendricks Counties, Indiana***

Dear Mr. Snyder:

The following summarizes the findings from our recent regulated waters investigation of the Indianapolis Executive Airport, located in Boone and Hendricks Counties, Indiana (Figure 1). The investigation area was located south of State Road (S.R.) 32 and is shown in Figure 1. Twelve wetlands, one pond, eight streams, and three ditches were identified during the site investigation.

BACKGROUND INFORMATION

Wetlands are delineated using three criteria as required by the U.S. Army Corps of Engineers (Corps): hydrophytic vegetation, hydric soils, and wetland hydrology.

METHODS

A field investigation of the airport was conducted on June 12, 2008. The entire site was walked to identify potential wetland areas. When hydrophytic vegetation and wetland hydrology were observed, a soil pit was dug to determine whether the area exhibited hydric soil characteristics. If the area was observed to meet all three criteria for a wetland (vegetation, soils, and hydrology) based on the *Corps of Engineers' 1987 Wetland Delineation Manual*, then the approximate boundary of the wetland was recorded on an aerial map while in the field.

SITE DESCRIPTION

Areas where the three criteria for a wetland were examined to confirm or reject the presence of wetlands are shown in Figures 2 and 3 and are labeled as Wetlands A through L and Forested Areas 1, 2, and 3. The boundaries indicated on the figures are digitized based on approximate field notation and are not accurate delineations. These should be used as reference only.

Wetlands

Wetland A

This forested wetland was located in the central portion of the project site to the west of the runway. This wetland corresponded with a Palustrine Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A) National Wetland Inventory (NWI) wetland. It was dominated by Swamp Milkweed (*Asclepias incarnata*, OBL), Cottonwood (*Populus deltoides*, FAC+), Willow (*Salix* sp., OBL), Gray's Sedge (*Carex grayi*, FACW), Fox Sedge (*Carex vulpinoidea*, OBL), Hop Sedge (*Carex lupulina*, OBL), Avens (*Geum* sp., FACU- to OBL), and Fowl Manna Grass (*Glyceria striata*, OBL), which met the hydrophytic (wetland) vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water to 2 inches. The soil in this area was mapped as Treaty silty clay loam (ThrA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland B

This forested wetland was located in the central portion of the project site, to the west of the runway. This wetland corresponded with a Palustrine Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A) NWI wetland. It was dominated by Swamp Milkweed (*Asclepias incarnata*, OBL), Cottonwood (*Populus deltoides*, FAC+), Willow (*Salix* sp., OBL), Gray's Sedge (*Carex grayi*, FACW), Fox Sedge (*Carex vulpinoidea*, OBL), Hop Sedge (*Carex lupulina*, OBL), Avens (*Geum* sp., FACU- to OBL), and Fowl Manna Grass (*Glyceria striata*, OBL), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Treaty silty clay loam (ThrA) and Crosby silt loam (CudA), which are both listed as hydric soils in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland C

This emergent/forested wetland was located in the southwestern corner of the project site, to the south of C.R. 200 South. This wetland corresponded with a Palustrine Emergent, Temporarily Flooded (PEMA) NWI wetland. Wetland C was dominated by Fox-tail Barley (*Hordeum jubatum*, FAC+), Swamp Milkweed (OBL), Fox Sedge (OBL), Bulrush (*Scirpus* sp., FACU- to OBL), Dudley's Rush (*Juncus dudleyi*, FACW), Slender Rush (*Juncus tenuis*, FAC), American Bugleweed (*Lycopus americanus*, OBL), Short's Sedge (*Carex shortiana*, FACW+), Northern Rough Avens (*Geum laciniatum*, FACW), Green Bulrush (*Scirpus atrovirens*, OBL), Wool-grass (*Scirpus cyperinus*, OBL), Davis' Sedge (*Carex davisii*, FAC+), and Crested Sedge (*Carex cristatella*, FACW+), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Treaty silty clay loam (ThrA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

There was also a large 5 foot diameter oak tree located in Wetland C. Photo documentation of this tree is attached to this report.

Wetland D

This forested wetland was located in the southern portion of the project site, to the south of C.R. 200 South. It was dominated by Spotted Jewelweed (*Impatiens capensis*, FACW), American Elm (*Ulmus americana*, FACW-), Green Ash (*Fraxinus pennsylvanica*, FACW), and Reed Canary Grass (*Phalaris arundinacea*, FACW+), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water.

The soil in this area was mapped as Treaty silty clay loam (ThrA) and Crosby silt loam (CudA), which are both listed as hydric soils in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland E

This emergent wetland was located in the southern portion of the project site, on the south side of C.R. 200 South. This wetland was dominated by Curly Dock (*Rumex crispus*, FAC+), Common Fox Sedge (*Carex stipata*, OBL), Grass-leaf Groundsel (*Senecio glabellus*, OBL), and Aster (*Aster* sp., FACU+ to OBL), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Treaty silty clay loam (ThrA) and Crosby silt loam (CudA), which are both listed as hydric soils in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland F

This forested wetland was located in the southern portion of the project site, on the south side of C.R. 200 South. Wetland F was located on the banks of Stream 5. This wetland was located within a Palustrine Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A) NWI wetland. It was dominated by Common Boneset (*Eupatorium perfoliatum*, FACW+), Blueflag Iris (*Iris virginica*, OBL), American Elder (*Sambucus canadensis*, FACW-), Fox Sedge (OBL), Fowl Manna Grass (OBL), Crested Sedge (*Carex cristatella*, FACW+), Reed Canary Grass (FACW+), Short-styled Snakeroot (*Sanicula canadensis*, FACU+), Virginia Wild Rye (*Elymus virginicus*, FACW-), and American Cranberrybush (*Viburnum trilobum*, FACW), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Southwest silt loam (SnIAP), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland G

This emergent wetland was located in the northern portion of the project site, to the east of the runway. This wetland was dominated by Curly Dock (FAC+), Fox-tail Barley (FAC+), Red-rooted Spike Rush (*Eleocharis erythropoda*, OBL), Fox Sedge (OBL), and Slender Rush (FAC), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water up to 2 inches in depth. The soil in this area was mapped as Cyclone silty clay loam (CxdA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland H

This emergent wetland was located in the northern portion of the project site, to the east of the runway. Wetland H was dominated by Curly Dock (FAC+), Fox-tail Barley (FAC+), Red-rooted Spike Rush (OBL), Fox Sedge (OBL), Hop Sedge (OBL), Green Bulrush (OBL), and Waterplantain (*Alisma* sp., OBL), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water up to 6 inches in depth. The soil in this area was mapped as Crosby silt loam (CudA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland I

This emergent wetland was located in the central portion of the project site, to the east of the runway. Wetland H was dominated by Wool-grass (*Scirpus cyperinus*, OBL), River-bank Grape

(*Vitis riparia*, FACW-), Hop Sedge (OBL), Larger Straw Sedge (*Carex normalis*, FACW), Cattail (*Typha* sp., OBL), Cottonwood (FAC+), Gray Dogwood (*Cornus racemosa*, FACW-), Green Ash (FACW), Swamp Milkweed (OBL), Fox Sedge (OBL), and Fowl Manna Grass (OBL), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Treaty silty clay loam (ThrA) and Crosby silt loam (CudA), which are both listed as hydric soils in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland J

This emergent wetland was located in the central portion of the project site, to the east of the runway, near Wetlands K and L. This wetland was dominated by Cattail (OBL), Fox Sedge (OBL), and Larger Straw Sedge (FACW), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water up to 4 inches in depth. The soil in this area was mapped as Treaty silty clay loam (ThrA) and Crosby silt loam (CudA), which are both listed as hydric soils in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland K

This emergent wetland was located in the central portion of the project site, to the east of the runway, near Wetlands J and L. This wetland was dominated by Fox Sedge (OBL), Wool-grass (OBL), Blue-joint Reedgrass (*Calamagrostis canadensis*, OBL), and Smartweed (*Polygonum* sp., UPL to OBL), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Crosby silt loam (CudA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Wetland L

This emergent wetland was located in the central portion of the project site, to the east of the runway, near Wetlands J and K. This wetland was dominated by Fox-tail Barley (FAC+), Curly Dock (FAC+), Larger Straw Sedge (FACW), and Reed Canary Grass (FACW+), which met the hydrophytic vegetation criterion. Wetland hydrology indicators observed included soil saturation to the surface and surface water. The soil in this area was mapped as Crosby silt loam (CudA), which is listed as a hydric soil in Boone County. Since this area met all three criteria, it qualified as a wetland.

Forested Areas

Forested Area 1

Forested Area 1 was located in the southwestern portion of the project site, just to the north of C.R. 200 South. Stream 6 flowed through this forested area. Dominant plant species present in this area included Silver Maple (*Acer saccharinum*, FACW), Sugar Maple (*Acer saccharum*, FACU), Black Walnut (*Juglans nigra*, FACU), American Elm (FACW-), Hackberry (*Celtis occidentalis*, FAC-), River-bank Grape (FACW-), and Virginia creeper (*Parthenocissus quinquefolia*, FAC-), which did not meet the hydrophytic vegetation criteria. This area did not appear to contain any wetlands.

Forested Area 2

This forested area was located in the northeast corner of the project site, on the Bankert property. As access to survey this area was not granted by the property owner, it has not been

determined if any wetlands or streams exist within this forested area. The landowner told us that the area does appear to be wet during some parts of the year. Hydric soil units including Brookston silt loam (Br) and Crosby silt loam (CrA) were located in this area. A pond is shown on the aerial map along the eastern boundary of the project site. JFNew recommends that a wetland investigation be performed in this area if it is proposed to be impacted by the proposed new runway construction.

Forested Area 3

Forested Area 3 was located to the west of C.R. 1200 East. From our investigation via the road, it did not appear that any wetlands or streams were located in this area. However, JFNew was not able to walk this area since it was private property.

National Wetland Inventory (NWI)

In addition to the areas described above, three additional NWI polygons located on-site were investigated to confirm or reject the presence of wetlands. These three polygons are located in the northern portion of the project site. One of these polygons is identified as Palustrine Emergent, Seasonally Flooded (PEMC)/Palustrine Unconsolidated Bottom, Intermittently Exposed, Excavated (PUBGx). It is located to the west of Forested Area 2. Access to this area was not granted and it could not be easily seen from the road, therefore the presence or absence of wetlands could not be determined.

A Palustrine Emergent, Temporarily Flooded (PEMA) polygon and a Palustrine Forested, Broad-leaved Deciduous, Seasonally Flooded (PFO1C) polygon were located within an open field area to the southwest of the intersection of S.R. 32 and C.R. 1200 East. Both of these areas were field checked and no wetlands were associated with these polygons.

Other NWI polygons located on-site corresponded to field identified wetlands and are described in the wetland descriptions above.

Streams

Stream 1

Stream 1, an ephemeral tributary of Finley Creek, was located in the northwest corner of the project boundary just southwest of the intersection of S.R. 32 and C.R. 1100 East. This stream flowed to the northwest into Finley Creek. The Ordinary High Water Mark (OHWM) of this stream was approximately 1 foot.

Stream 2

Stream 2 was an ephemeral tributary of Finley Creek. This stream was located to the west of C.R. 1100 East and flowed to the northwest into Finley Creek. The OHWM of this stream was approximately 6 feet.

Stream 3

Finley Creek, a perennial stream, was located within the far eastern corner of the project boundary to the east of C.R. 1100 East. This stream was located on private property and was not field investigated. Finley Creek flowed from north to south.

Stream 4

Stream 4 was an ephemeral tributary of Stream 5, a tributary of Little Eagle Creek. This stream was located to the south of C.R. 200 South and flowed to the west into Stream 5. The OHWM of this stream was approximately 2.5 feet.

Stream 5

Stream 5 was an intermittent tributary of Little Eagle Creek. It was located on the south side of C.R. 200 South, and flowed to the south. The OHWM of Stream 5 was approximately 4 feet.

Stream 6

Stream 6 was an ephemeral tributary of Stream 5, a tributary of Little Eagle Creek. This stream was located immediately north of C.R. 200 South within Forested Area 1. The OHWM of this stream was approximately 1 foot.

Stream 7

Stream 7 was an ephemeral tributary of Little Eagle Creek which flowed through Wetland C. The OHWM of this stream was approximately 3 feet.

Stream 8

Stream 8 was an intermittent tributary of the Woodruff Branch. This stream flowed to the southeast along the northeast portion of the project site. The OHWM of this stream was approximately 2 feet.

Ditches

Ditch 1

Ditch 1 was located along the western side of the runway. It flowed to the north and then curved to the west, eventually flowing into a dry detention basin. This ditch will most likely not be regulated by the agencies since it appears to be constructed entirely in uplands.

Ditch 2

Ditch 2 flowed from north to south along the eastern side of the runway. It appears that some of the channel has been excavated entirely in uplands, but a portion of the ditch may have been a historic stream channel. This ditch may be regulated by the agencies if it corresponds to the location of a historic stream channel.

Ditch 3

Ditch 3 was located along the southern end of the runway. It flowed from west to east into Ditch 2. This channel may have been a historic stream channel and may be regulated by the agencies.

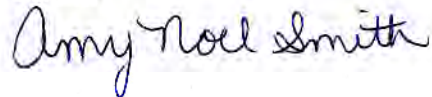
CONCLUSION

Based on our field inspection and review of available resource maps, twelve wetlands, one pond, eight streams, and three ditches were identified within the project boundaries. All of the streams and Wetlands C and F should be considered jurisdictional "waters of the U.S." Wetlands A, B, D, E, G, H, I, J, K, and L should be considered isolated. No threatened or endangered species or Indiana Bat habitat was observed during the site investigation, but more in-depth studies should be conducted to determine if these species may potentially use areas located on-site as habitat or breeding grounds.

In conclusion, while this report represents our best professional judgment based on our knowledge and experience, it is important to note that the Louisville District of the U.S. Army Corps of Engineers has final discretionary authority over all jurisdictional determinations of "waters of the U.S." including wetlands under Section 404 of the Clean Water Act (CWA) in this region. If any work is proposed to be conducted within the boundaries of any wetlands or streams located within the project boundaries, a permit will need to be obtained from the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management.

Thank you for the opportunity to be of service. Please feel free to call me if you have any questions regarding our report or if we may be of further assistance.

Sincerely,
JFNew



Amy Noel Smith
Ecological Resource Specialist

File No. 050233X.06

FIGURES

**REGULATED WATERS DETERMINATION REPORT
INDIANAPOLIS EXECUTIVE AIRPORT
WOOLPERT, INC.
BOONE AND HAMILTON COUNTIES, INDIANA**

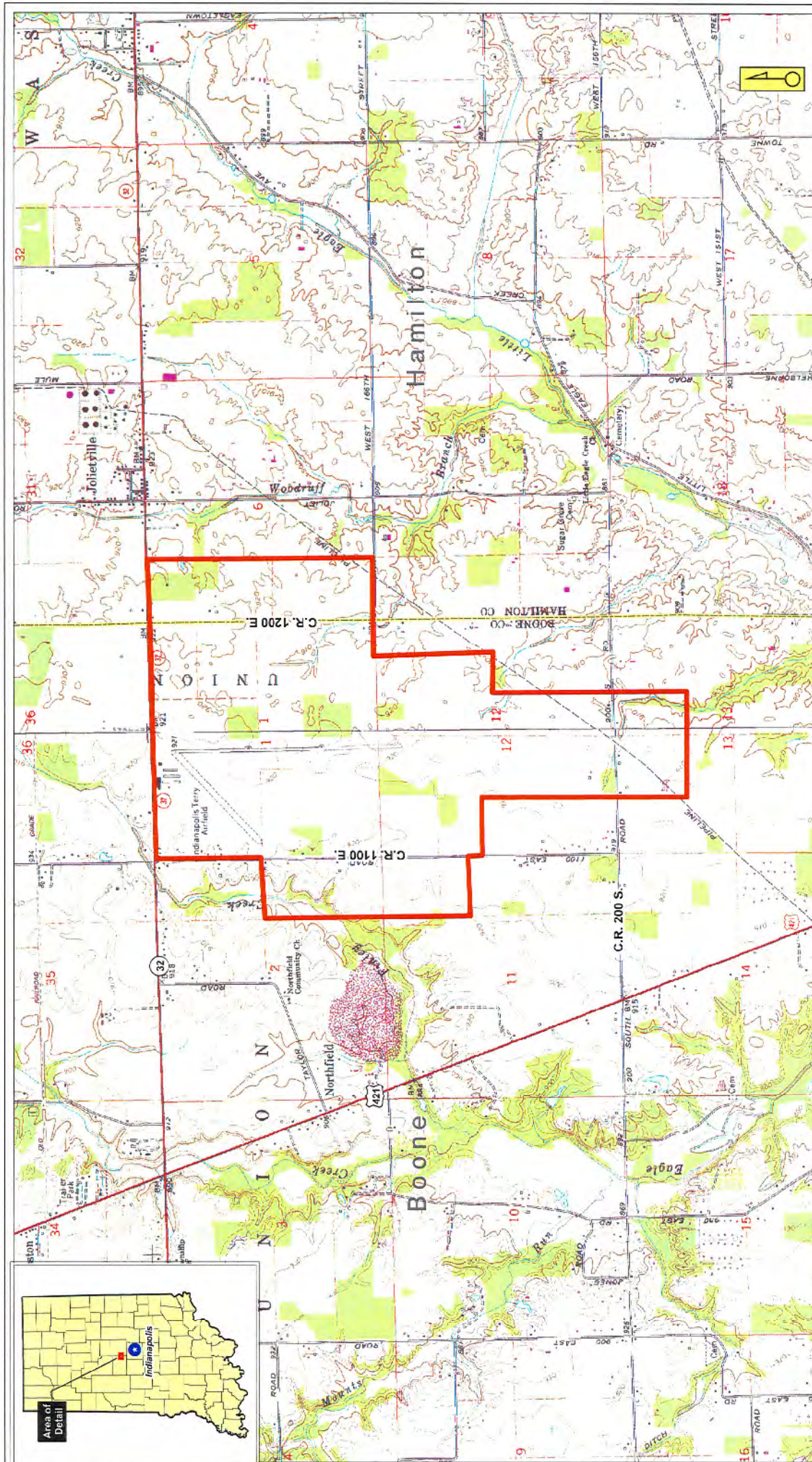


Figure 1: Site Location Map
Indianapolis Executive Airport
Regulated Waters Determination Report
Woodpert, Inc.
Boone and Hamilton Counties, Indiana
 (Westfield and Rosston Quads)

July 2008
 File No. 059233x.08

Legend

- County Boundary
- Project Boundary

0 500 1,000 2,000 Feet

Projected Coordinate System: NAD_1983_UTM_Zone_16N
 Datum: North American 1983
 Spheroid: GRS 1980
 Prime Meridian: Greenwich
 Units: Meter
 Projection: UTM
 False Easting: 500,000
 False Northing: 0
 Scale Factor: 0.999609309262
 Area of Figure 1: 1,568,800,000.00 square meters
 Area of Figure 1: 605,715.00 square miles
 Area of Figure 1: 156,880.00 square kilometers

Indianapolis Executive Airport
 Regulated Waters Determination Report
 Woodpert, Inc.
 Boone and Hamilton Counties, Indiana
 (Westfield and Rosston Quads)

July 2008
 File No. 059233x.08

JFNew
 3901 Industrial Boulevard, Indianapolis, IN 46224
 Phone: 317.585.1500
 Fax: 317.585.1505
 www.jfnew.com

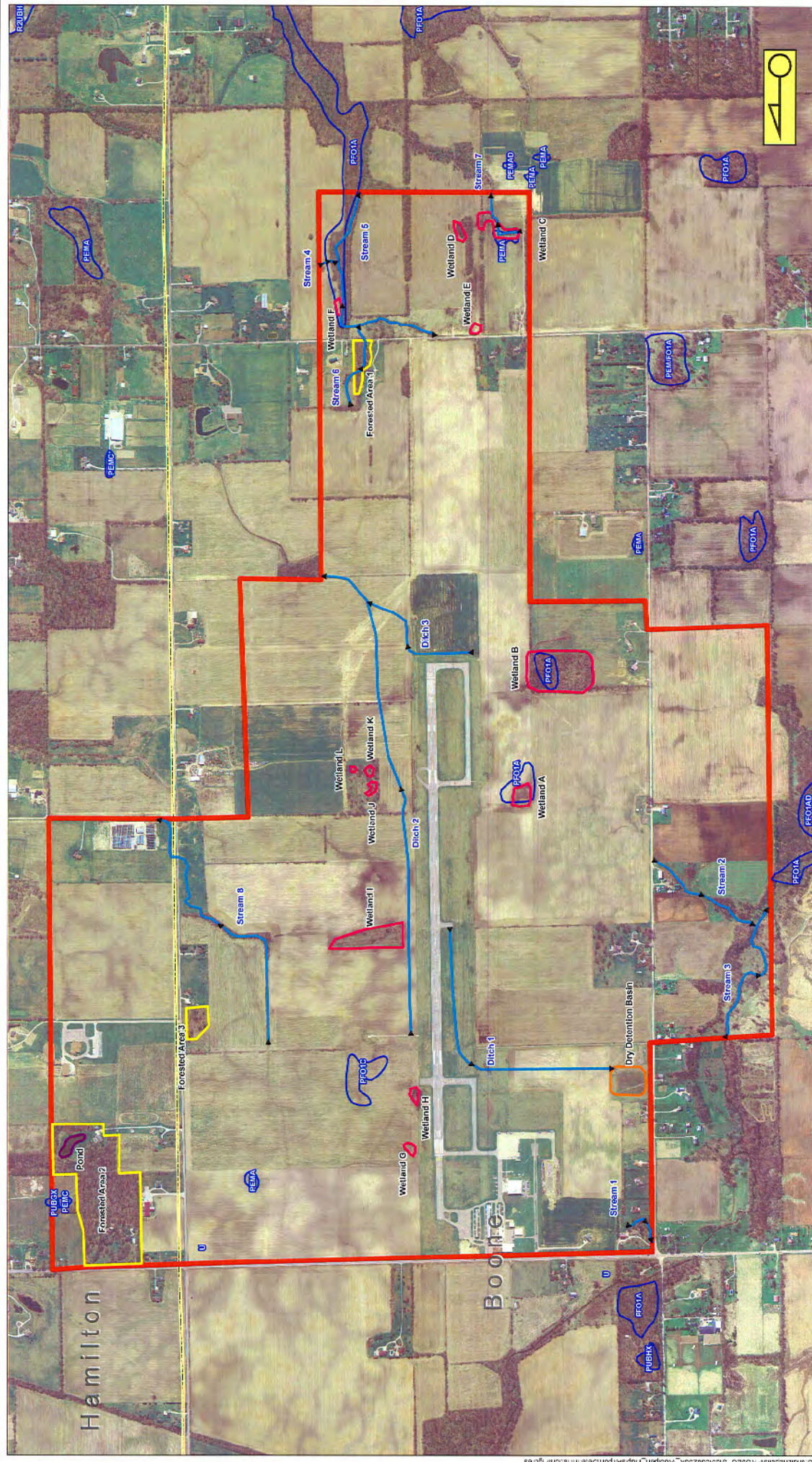


Figure 3: NWI, Aerial Map
Indianapolis Executive Airport
Regulated Waters Determination Report
Woolpert, Inc.
Boone and Hamilton Counties, Indiana

July 2008
 File No. 060233x.05

Projected Coordinate System: NAD 1983, UTM, Zone 18N
 Datum: NAD 1983
 Spheroid: GRS 1980
 Prime Meridian: Greenwich
 Units: Meter
 Projection: UTM
 Authority: ESRI
 Source: ESRI
 Date: 11/11/2008
 By: [Name Redacted]

Legend

- Stream / Ditch
- Dry Detention Basin
- Pond
- County Boundary
- Wetland
- NWI - Palustrine
- Forested Area
- Project Boundary

0 200 500 1,000 Feet

JFNew
 3301 Industrial Boulevard, Indianapolis, IN 46254
 Phone: 317.486.1982 / Fax: 317.486.1988
 www.jfnew.com

SITE PHOTOGRAPHS

**REGULATED WATERS DETERMINATION REPORT
INDIANAPOLIS EXECUTIVE AIRPORT
WOOLPERT, INC.
BOONE AND HAMILTON COUNTIES, INDIANA**



Wetland A, View Looking West



Wetland B, View Looking West



Wetland C, Emergent Area, View Looking Southeast



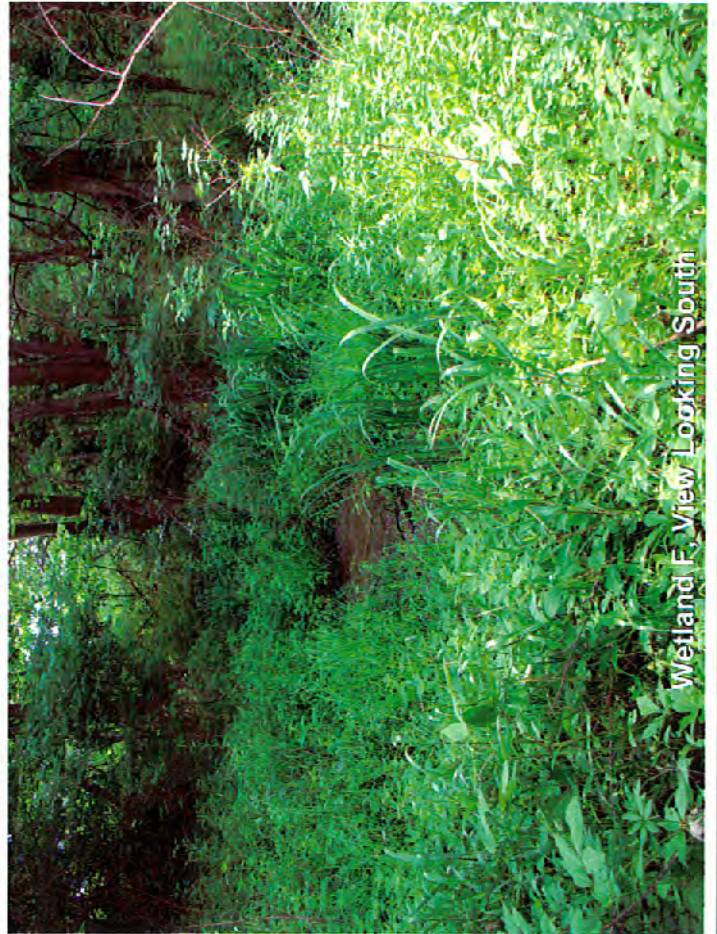
Wetland C, Forested Area, View Looking South



Wetland D, View Looking East



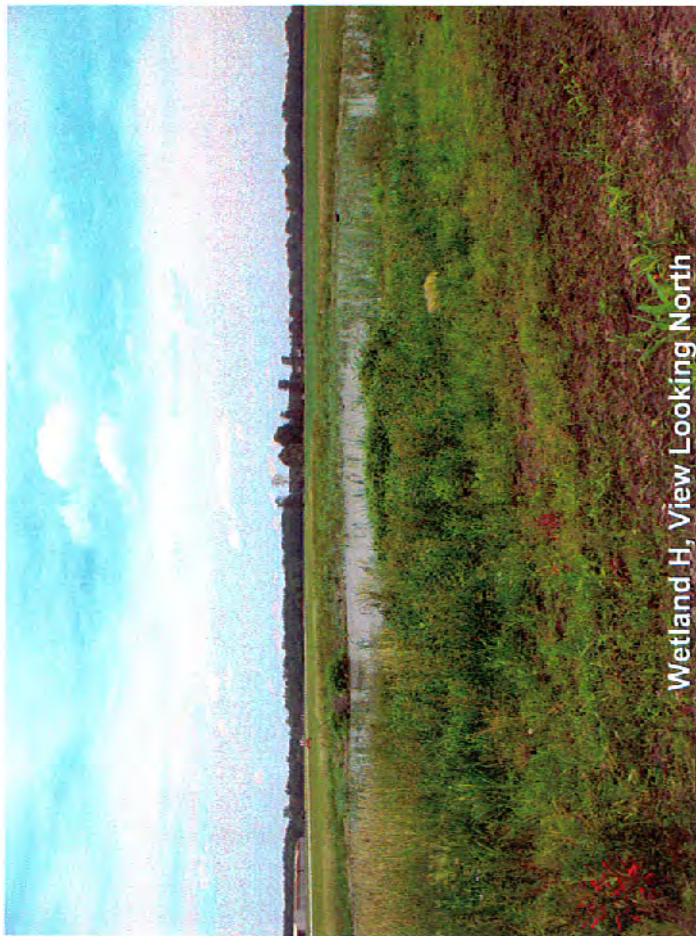
Wetland E, View Looking West



Wetland F, View Looking South



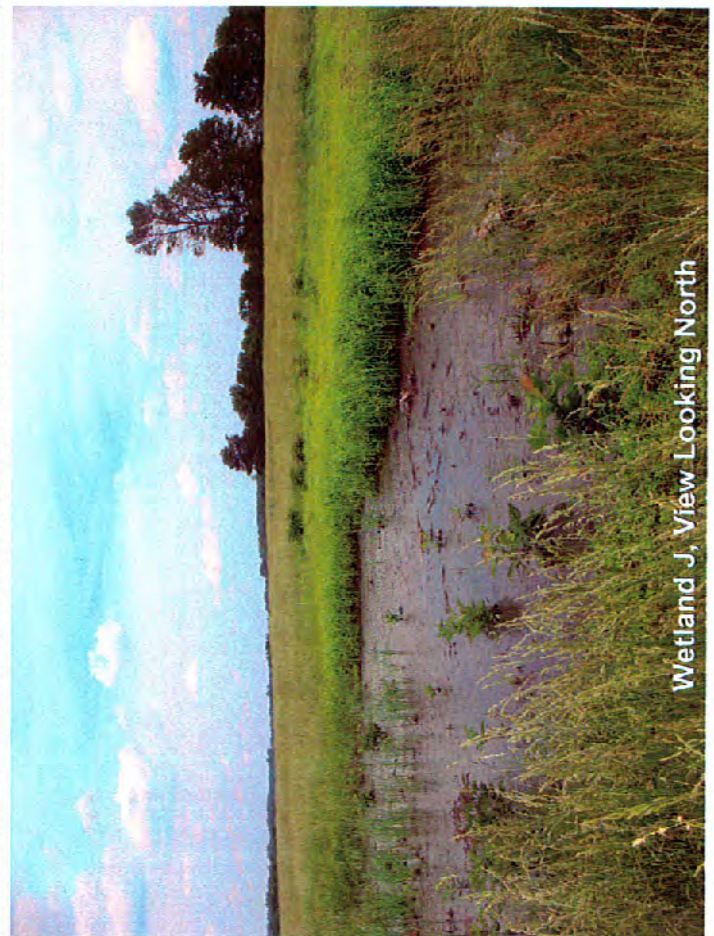
Wetland G, View Looking South



Wetland H, View Looking North



Wetland J, View Looking East



Wetland J, View Looking North



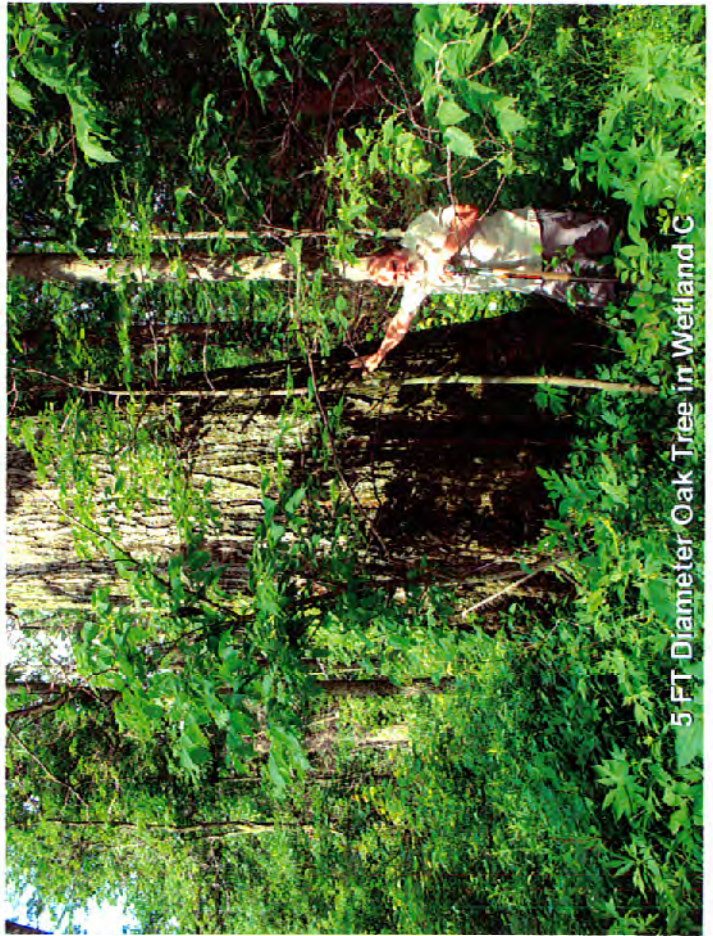
Wetland K, View Looking South



Wetland L, View Looking South



Forested Area 1, View Looking North



5 FT Diameter Oak Tree in Wetland C

Forested Area 2 and 3, No Photos



Stream 1, View Looking Upstream



Stream 1, View Looking Downstream



Stream 2, View Looking Upstream

Stream 3, Finley Creek, No Photo



Stream 4, View Looking Upstream



Stream 5, View Looking Upstream



Stream 5, View Looking Downstream



Stream 6, View Looking Upstream



Stream 6, View Looking Downstream



Stream 7, View Looking Upstream



Stream 7, View Looking Downstream



Stream 8, View Looking Upstream



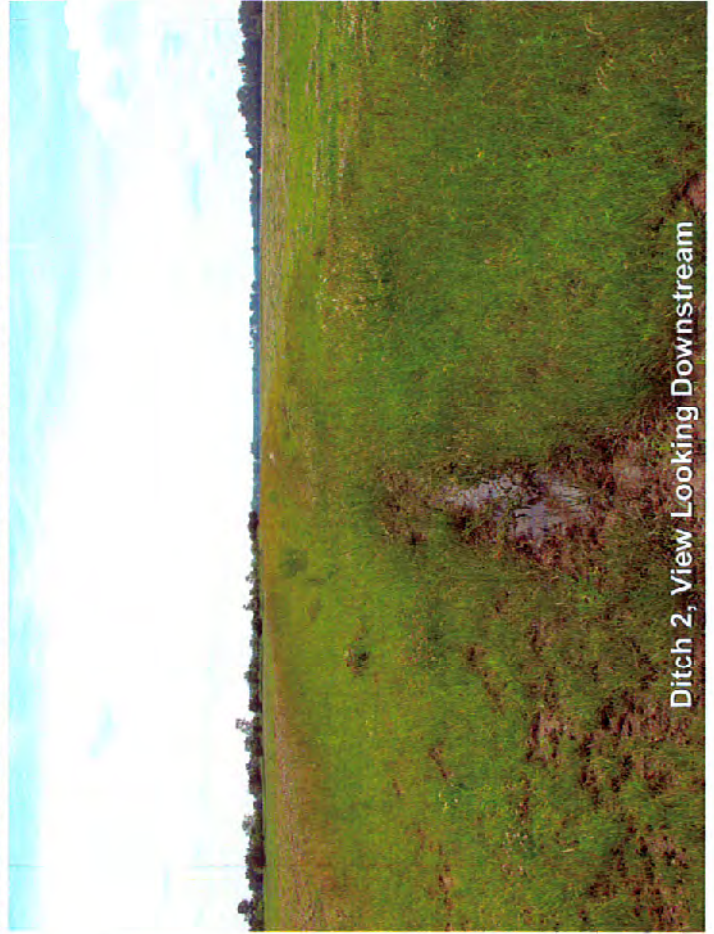
Stream 8, View Looking Downstream



Ditch 1, View Looking Upstream



Ditch 1, View Looking Downstream



Ditch 2, View Looking Downstream



Ditch 3. View Looking Upstream



Ditch 3. View Looking Downstream



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In Partnership with



September 30, 2008

NOISE ANALYSIS SERVICES

Indianapolis Executive Airport Noise Analysis Services

NOISE

Introduction

The noise generated by aircraft is often the most noticeable environmental effect associated with aviation projects. If this noise is sufficiently loud or frequent in occurrence, it may interfere with various human activities or be considered objectionable.

Understanding Noise

Sound is a complex vibration transmitted through the air which, upon reaching our ears, may be perceived as desirable or unwanted. It is this unwanted noise which people normally refer to as "noise". "Aircraft noise" is unwanted noise caused by aircraft arrivals and departures. Sound and noise are thus physically the same, the difference being in the subjective opinion of the receiver.

Noise can be defined in terms of three components:

1. Loudness (amplitude)
2. Pitch (frequency)
3. Duration (time pattern)

While the pitch and duration of a noise are readily understood, the loudness and its measure are often found to be confusing. The most common measuring unit of noise pressure is the decibel (dB). The human ear has an extremely wide range of response to noise amplitude and because the waves of noise typically heard by the human ear may vary through a wide range from 1 to 100 trillion units (bels), a logarithmic scale (decibels) is used to compress the scale to make the number more manageable. Thus, the decibel scale allows people to describe loudness using numbers ranging zero to about 140. Most everyday noises range from zero to 120 dB.

The use of the logarithmic decibel scale requires different arithmetic than used with linear scales. The sound pressures of two separate sounds are not directly arithmetically additive. For example, if a noise of 80 dB is added to another noise of 74 dB, the total is a one decibel increase to 81 dB, not an addition to 154. If two equally loud events occur simultaneously, the noise pressure level from the combined events is only 3 dB higher than the level produced by either event alone. The key result of logarithmic addition is the greater weight it gives to the higher noise levels compared to quieter levels. Similarly, logarithmic math also returns counterintuitive results when averaging noise levels. Again, the loudest noise levels are the dominant influence in the averaging process. For example, two noise levels of equal duration are averaged. One is 100 dB, the other 50 dB. Using linear arithmetic, the result would be 75. The logarithmic result for decibels is 97 dB because 100 dB contains 100,000 times the noise energy as 50 dB.

In terms of human perception, a 10 dB increase in noise energy over a given frequency is perceived as a doubling of loudness, while a 10 dB decrease seems only half as loud. Thus, a three dB increase in loudness, which is equivalent to a doubling of noise energy, is detected by the ear as a barely perceptible increase in loudness in an outdoor environment.

Day-Night Average Sound Level (DNL) is the metric of choice in the airport world. It is used to define noise contours of equal exposure. All Federal agencies have adopted DNL as the metric for airport noise analysis. DNL is a 24-hour time-averaged sound exposure level with a 10 dB nighttime (10p-7a) weighting.

DNL = Total Daytime Sound Energy + 10 times Total Nighttime Sound Energy divided by Time (in seconds)

Methodology

The FAA's Integrated Noise Model (INM) version 7.0a was used to prepare and run noise contours for Indianapolis Executive Airport. All input files were developed for the following cases:

- 2006 Existing Conditions
- 2013 With Project
- 2013 No Action
- 2020 With Project
- 2020 No Action
- 2027 With Project
- 2027 No Action

The input data required for the INM included many operational components specific to the Airport. These inputs include the following:

- Aircraft fleet mix
- Runway and aircraft flight track geometry
- Runway and flight track utilization
- Number and type of aircraft operations (departures and arrivals) by aircraft type
- Number of daytime (7 a.m. to 10 p.m.) aircraft operations
- Number of nighttime (10 p.m. to 7 a.m.) aircraft operations.

To generate the required input, aviation operations and the fleet mix at TYQ were analyzed for the period of 2006 and projections were made for 2013, 2020 and 2027. The TYQ forecast was based on the Airport Master Plan which has a 5.12% average annual growth rate of all activity up to 2012; thereafter, a 3.84% average annual growth rate of all activity.

Existing Conditions

Noise contours were generated for existing conditions based on the current fleet mix and operations level at the airport. The airport fleet mix and daytime/nighttime operation levels were provided by the airport operator and the operations level (39,651) was obtained from the FAA. The night time (10pm – 7am) operations represented 6.5% of the overall fleet and 93.5% of the operations were during the daytime hours (7am - 10pm). The Existing Conditions airport noise contour 65 DNL (see attached map) is approximately 355 acres.

Future Conditions (2013)

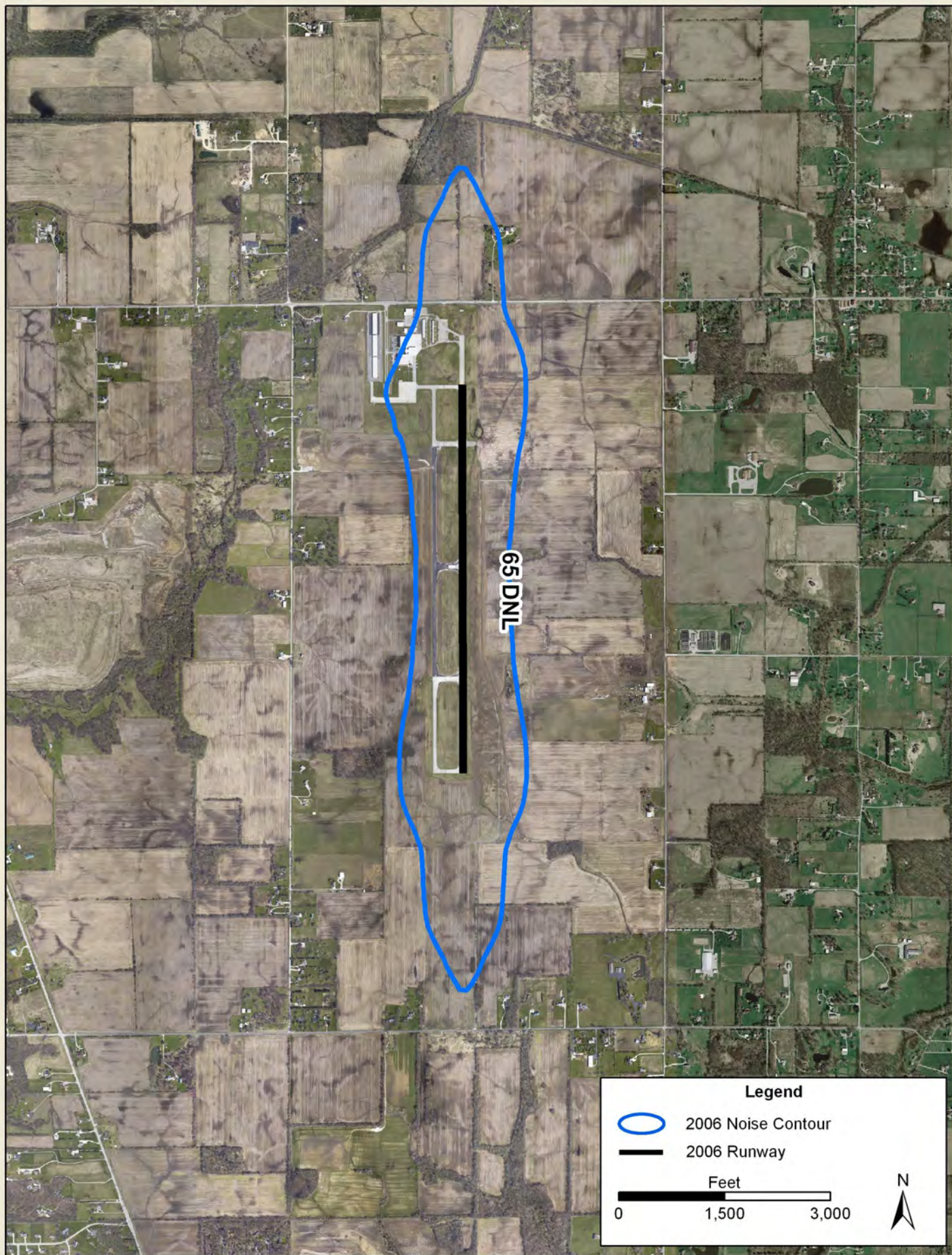
Noise contours were generated for the Future Conditions based on the same criteria outlined above. The airport fleet mix and daytime/nighttime percentage levels remained the same. No new aircraft were introduced to the fleet and the nighttime operations level of remained the same. The operations level was increased to obtain the 2013 operations level of 55,556. The Future Conditions airport noise contour 65 DNL (see attached map) is approximately 414 acres.

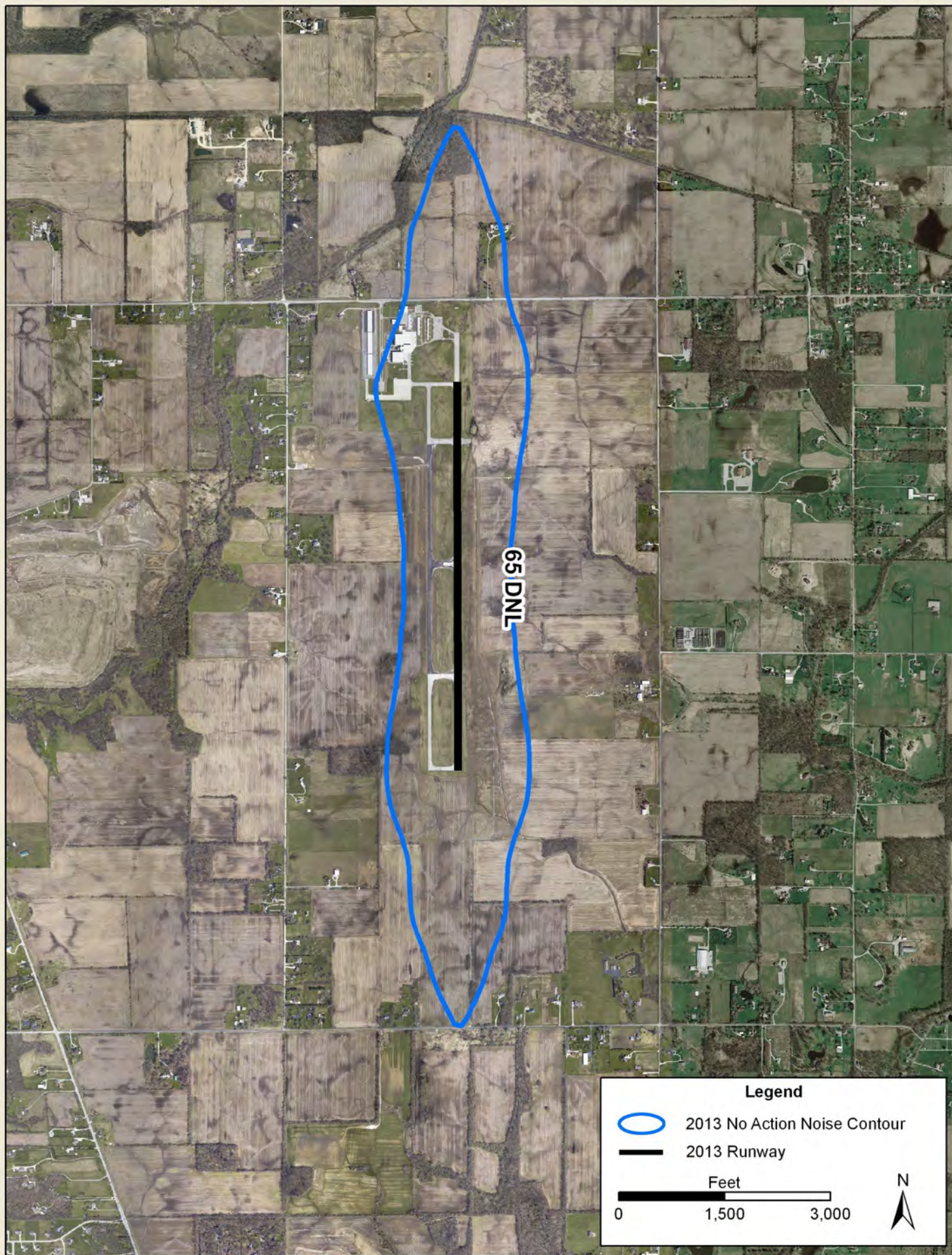
Future Conditions (2020)

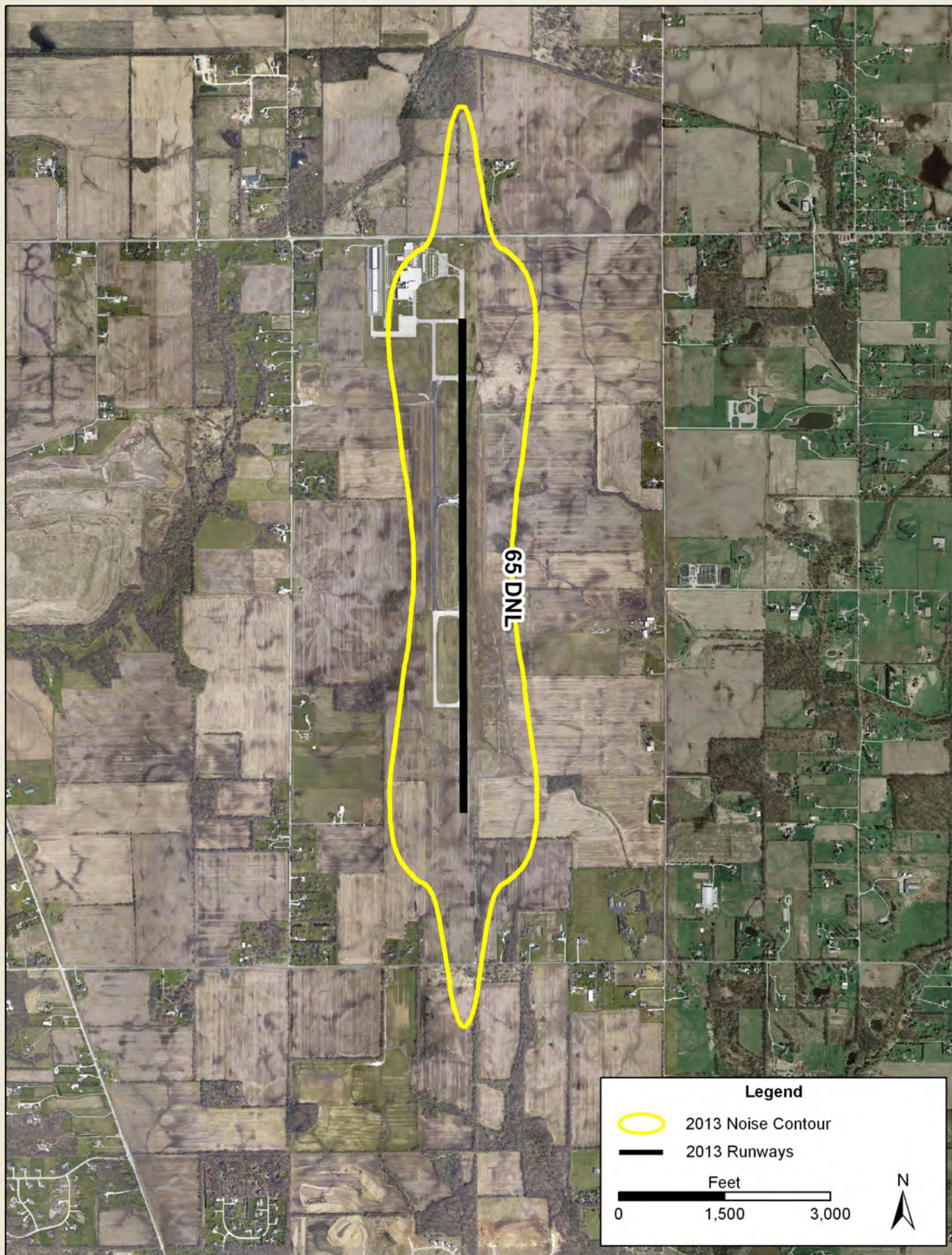
Noise contours were generated for the Future Conditions based on the same criteria outlined above. The airport fleet mix and daytime/nighttime percentage levels remained the same. No new aircraft were introduced to the fleet and the nighttime operations level remained the same. The operations level was increased to obtain the 2020 operations level of 72,126. The Future Conditions airport noise contour 65 DNL (see attached map) is approximately 511 acres.

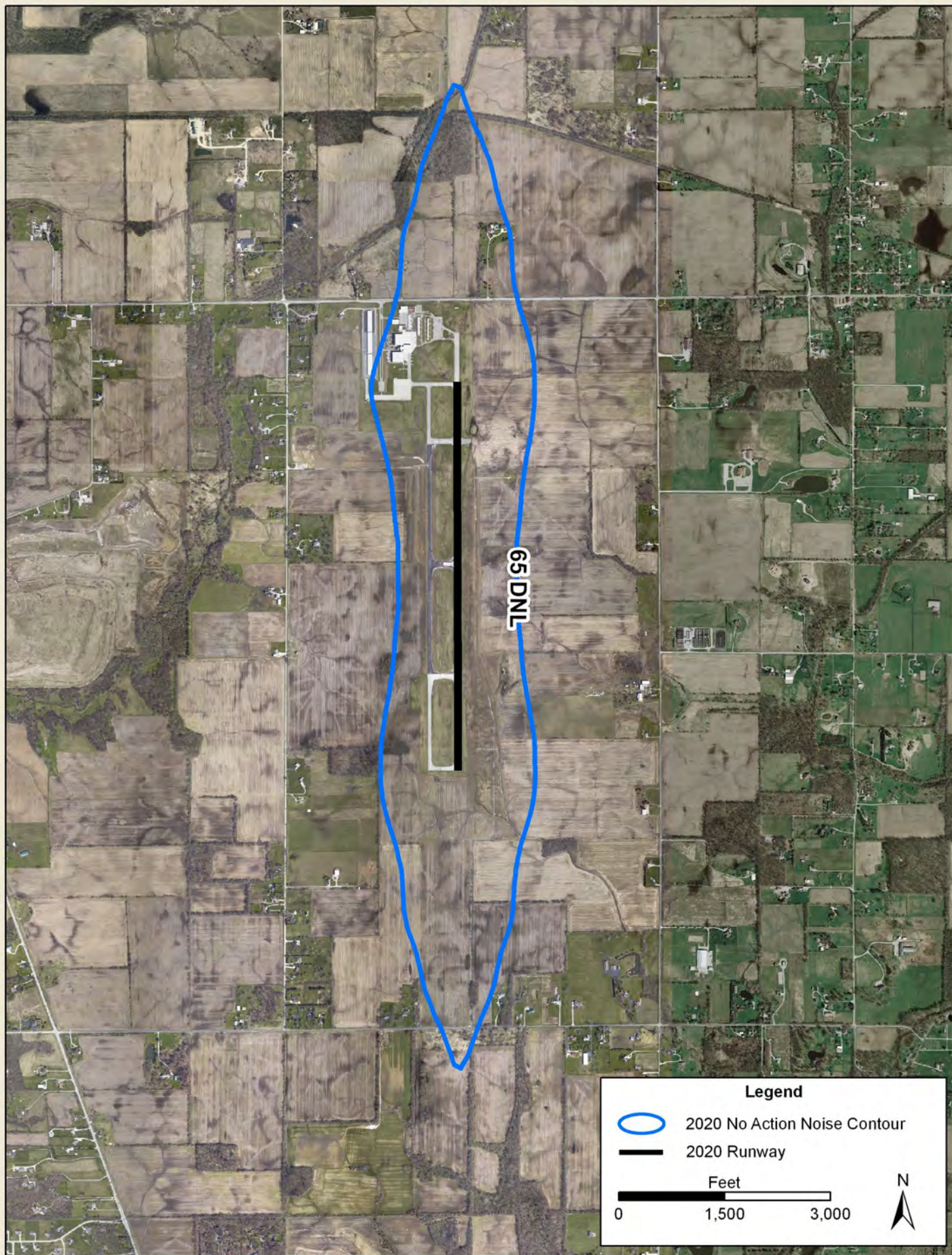
Future Conditions (2027)

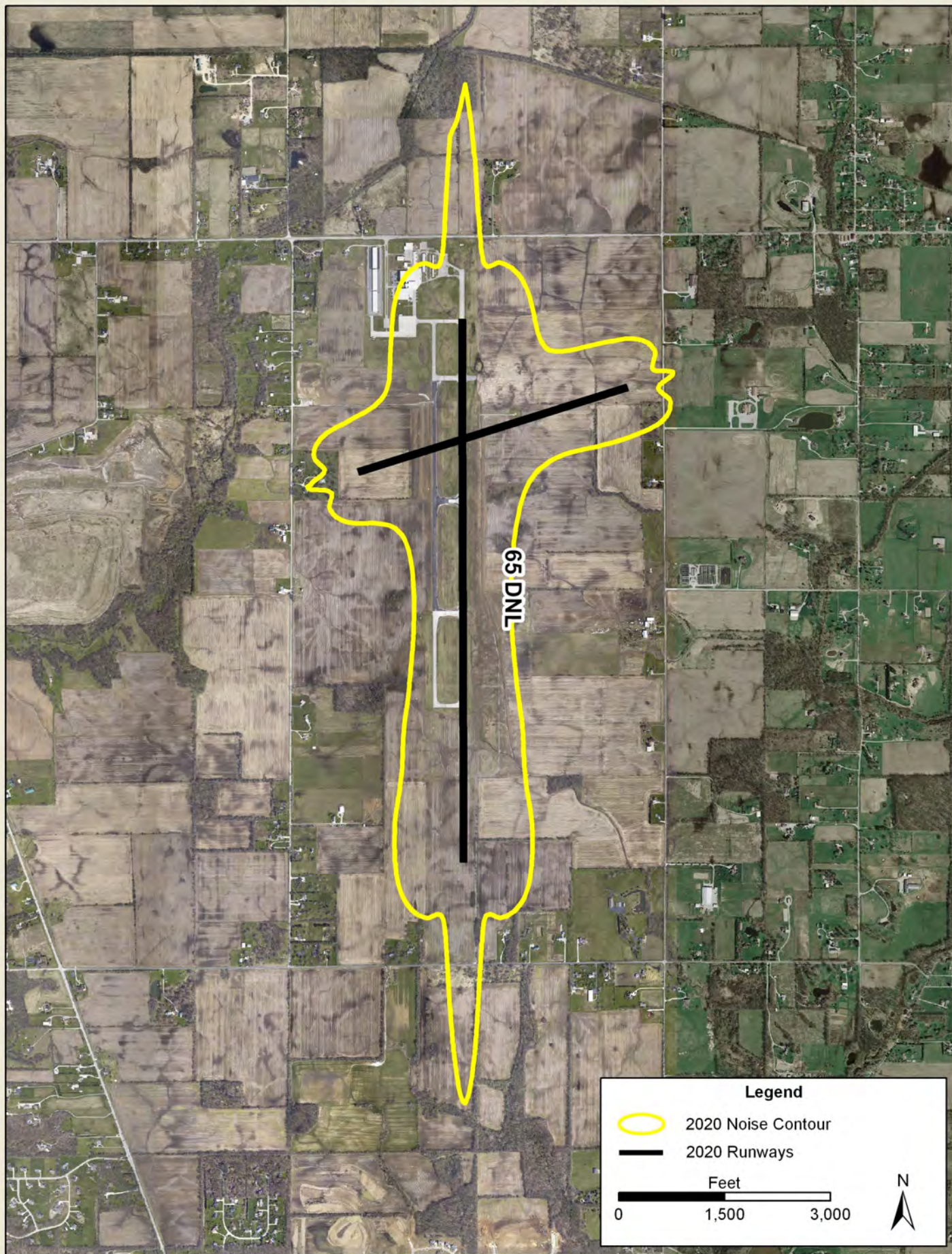
Noise contours were generated for the Future Conditions based on the same criteria outlined above. The airport fleet mix and daytime/nighttime percentage levels remained the same. No new aircraft were introduced to the fleet and the nighttime operations level remained the same. The operations level was increased to obtain the 2027 operations level of 95,153. The Future Conditions airport noise contour 65 DNL (see attached map) is approximately 631 acres.

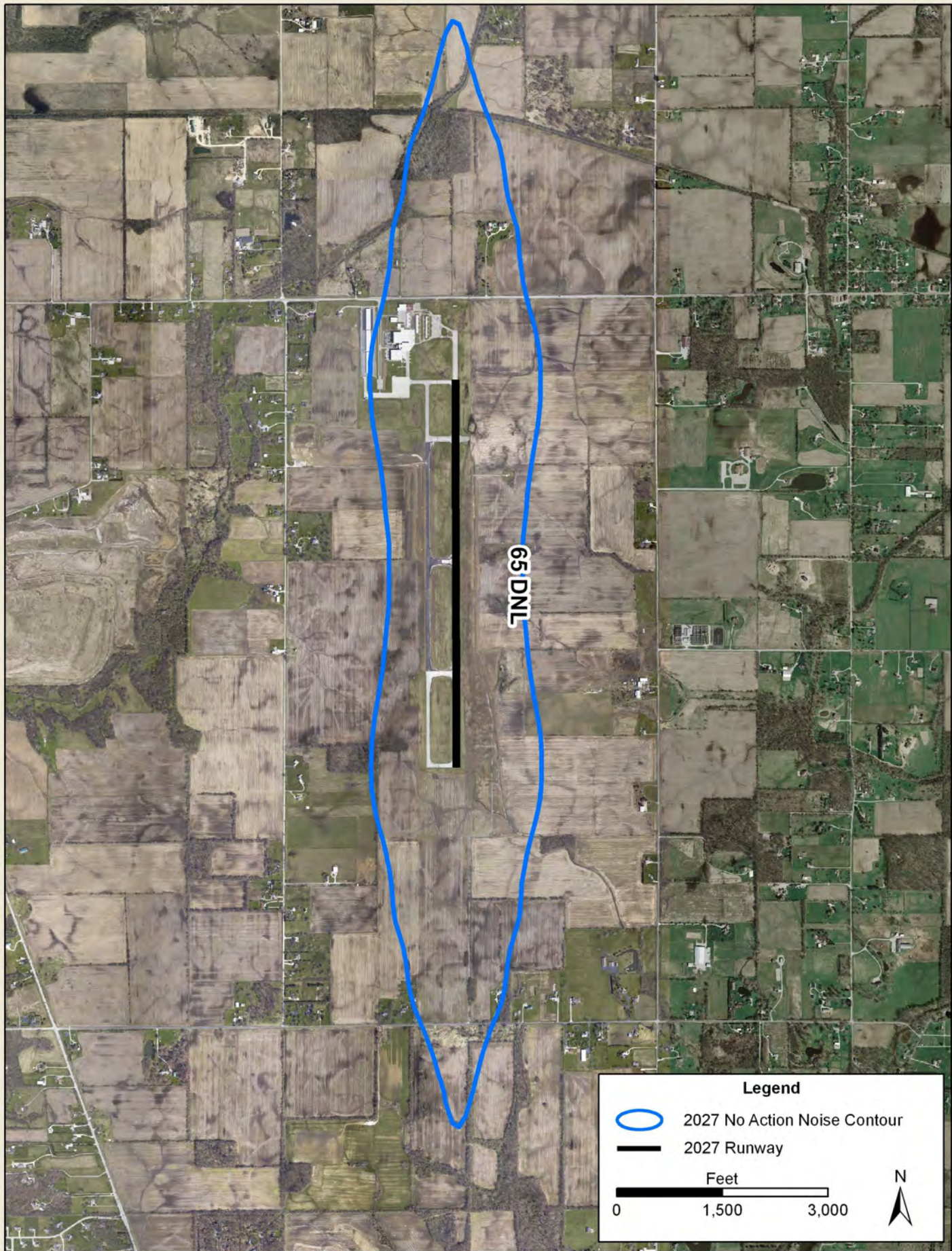


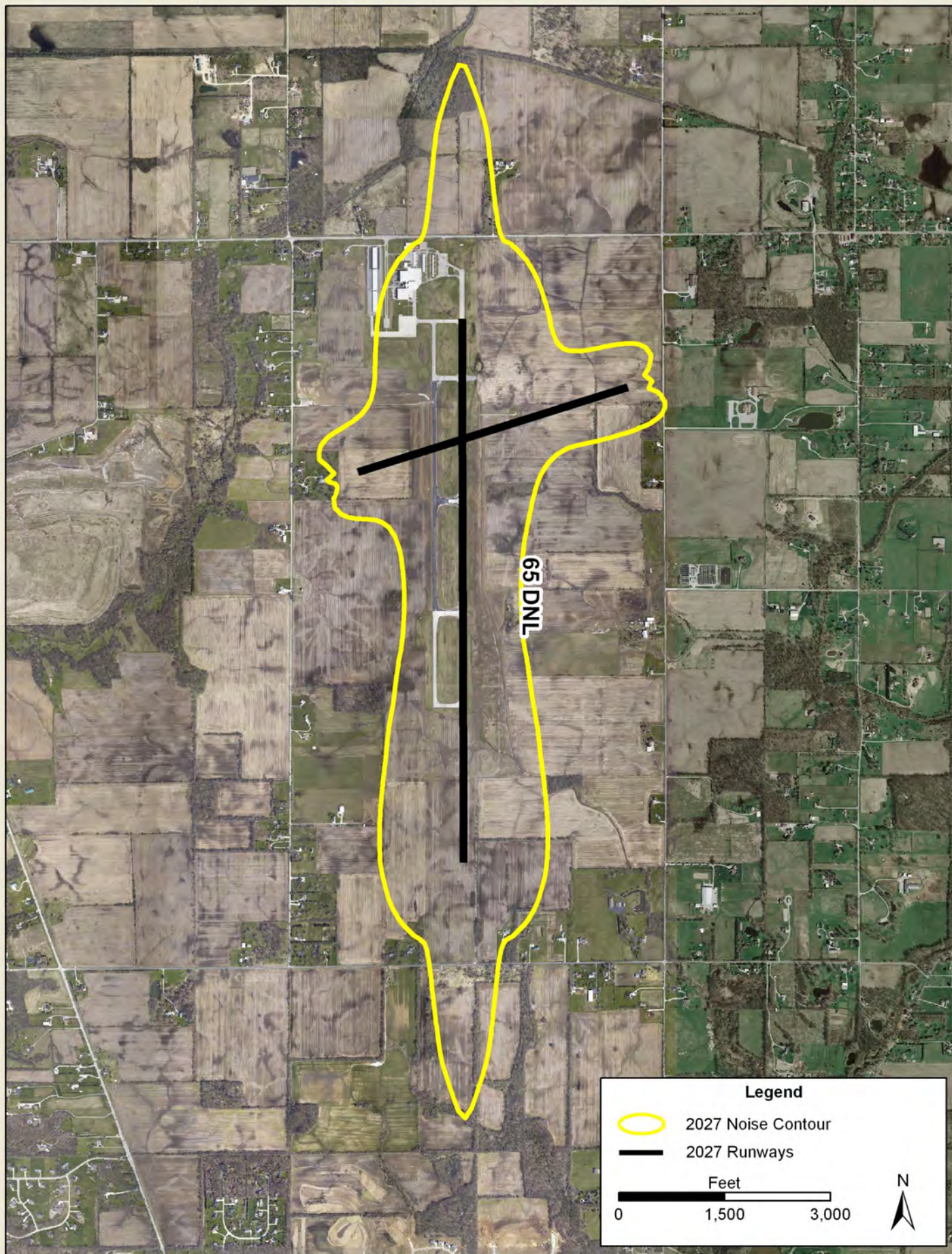






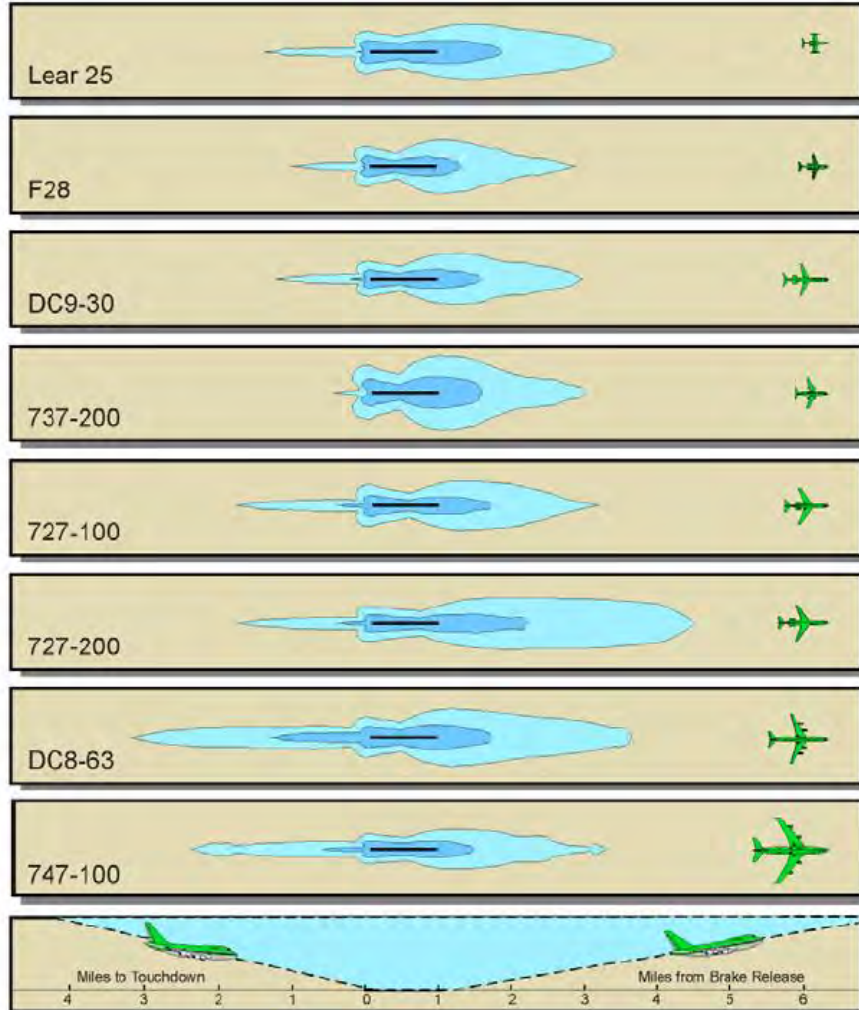




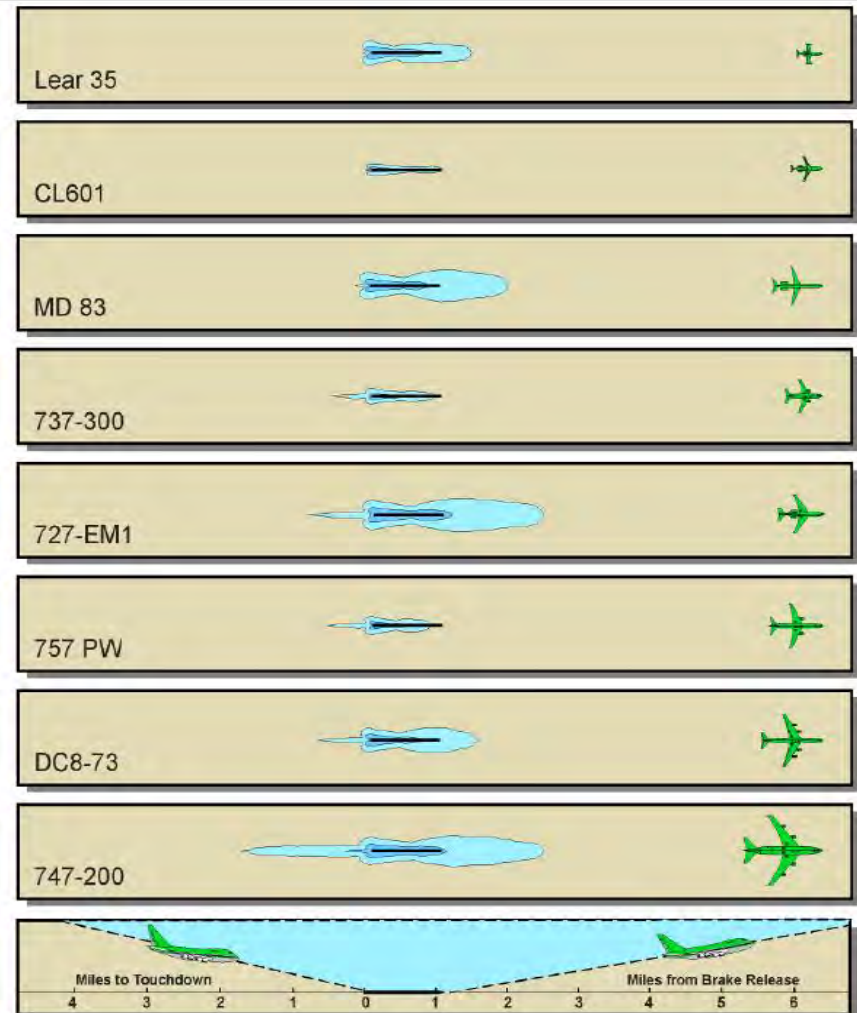























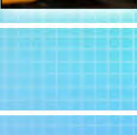



Stage 2 Jet Footprints



Stage 3 Jet Footprints



Comparison of Sound

COMMON OUTDOOR SOUND LEVELS		NOISE LEVEL dB (A)	COMMON INDOOR SOUND LEVELS	
B-747-200 Takeoff*		110		Rock Band
Gas Lawn Mower at 3 ft.		100		Inside Subway Train
Diesel Truck at 150 ft.		90		Food Blender at 3 ft.
DC-9-30 Takeoff*		80		Garbage Disposal at 3 ft.
Noisy Urban Daytime		70		Shouting at 3 ft.
B-757 Takeoff *		60		Vacuum Cleaner at 10 ft.
Commercial Area		50		Normal Speech at 3 ft.
Quiet Urban Daytime		40		Large Business Office
Quiet Urban Nighttime		30		Dishwasher Next Room
Quiet Suburban Nighttime		20		Small Theatre, Large Conference Room (Background)
Quiet Rural Nighttime		10		Library
Threshold of Hearing		0		Bedroom at Night
				Concert Hall (Background)
				Broadcast & Recording Studio

* As measured along the takeoff path 2 miles from the overflight end of the runway.



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FINAL AIR QUALITY TECHNICAL REPORT

November 3, 2008

Partnership Opportunity with



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I. INTRODUCTION

This Air Quality Technical Report (Report) presents an analysis of air emissions that may be caused by runway development proposed for the Indianapolis Executive Airport (IEA or Airport). Conclusions provided in the Report discuss the potential for significant adverse air quality impacts caused by the Proposed Project.

The Airport sponsor, Montgomery Aviation, Inc. (MA), defines the Proposed Project, as the extension of existing Runway 18/36 and the construction of a 4,000-foot crosswind Runway 7/29. The runway extension consists of two phases: Phase 1 is a 1,500-foot extension to Runway 36, which is the south end of the Airport's only existing runway. The first phase of the runway extension project is expected to be complete in 2013. Phase 2 is an additional 700-foot extension to Runway 36. Construction of the second phase of the extension is expected to be complete in 2027. The Proposed Project includes crosswind Runway 7/29, referred to as Alternative G, to be constructed during the time between construction of the Phase 1 and Phase 2 extension projects for Runway 36, and is expected to be complete in 2020.

The Proposed Project would potentially cause an increase in aircraft emissions because of the longer taxi distance required to traverse taxiways leading to extended Runway 36. Also, there will be temporary emissions from the use of construction equipment to build both phases of the full extension, and construction of the proposed crosswind runway.

The discussion presented in this report is supported by information in **Attachment 1, Supplemental Regulatory Overview, Attachment 2, Construction Emissions Technical Data, and Attachment 3, On-Site Survey of Ground Equipment and Stationary Sources**. The Proposed Project includes the following construction tasks:

- Extending existing Runway 36, by 1,500 linear feet and the addition of 1,875 linear feet of new taxiway by 2013,
- Constructing a 4,000 linear-foot crosswind runway including 4,750 linear feet of new taxiway by 2020, and
- Extending Runway 36 an additional 700 feet and adding another 1,075 linear feet of new taxiway by 2027.

Emissions from construction of the Proposed Project would be expected to contribute to fugitive emissions of particulate matter during excavation and from equipment traveling over unpaved areas within the construction site. The MA would ensure that all possible measures would be taken to reduce fugitive emissions during construction. This would require the construction contractor to submit a proposed method of erosion and dust control, and disposal of waste materials pursuant to guidelines included in FAA *Standards for Specifying Construction of Airports*.¹ The following methods of controlling dust and other airborne particles will be implemented to the maximum possible extent:

¹ FAA, *Standards for Specifying Construction of Airports*, Item P-156, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*, AC 150/5370-10A, February 17, 1989.

- Minimizing the exposed area of erodible earth,
- Use of water sprinkler trucks for material piles and unpaved areas,
- Use of particle-trap exhaust filters,
- Reduction of idling of diesel engines,
- Use of covered haul trucks to move construction material,
- Use of dust palliatives or penetration asphalt on haul roads, and
- Use of plastic sheet coverings for material piles.

II. BOONE COUNTY AIR QUALITY STATUS

The Airport is located within Boone County, Indiana, an area of relatively good air quality. The U.S. Environmental Protection Agency (USEPA) has determined the area to be compliant with all the Federally-regulated air quality standards in effect at the time of the preparation of this technical report. The standards are referred to as the National Ambient² Air Quality Standards (NAAQS), and were established under the Clean Air Act (including the 1990 Amendments, CAA) to define the maximum healthful concentrations of the criteria pollutants³ in the ambient air, namely, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), coarse particulate matter (PM₁₀),⁴ fine particulate matter (PM_{2.5}), and lead.

III. REGULATORY OVERVIEW

The potential impacts to air quality caused by the Proposed Project were assessed in accordance with the National Environmental Policy Act (NEPA)⁵ and pursuant to the guidelines provided in FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*,⁶ and FAA Order 5050.4B⁷, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, which together with the guidelines of FAA Order 1050.1E,⁸ *Environmental Impacts: Policies and Procedures*, constitute compliance with all the relevant provisions of NEPA and the CAA. The analyses required under the CAA and NEPA are separate and distinct. However, the analyses may be combined where overlaps exist, and the results may be reported in a common document. Ultimately, the CAA and NEPA analyses conducted for this air quality assessment must collectively serve to adequately demonstrate compliance with the Indiana State Implementation Plan (SIP) under CAA Title 1, as quoted in **Table 1, Clean Air Act Title 1, Section 176(c)(1)**.

² Ambient air is defined as the freely moving air of the outdoor environment in areas where the general public has access.

³ Collectively, the pollutants CO, NO₂, SO₂, PM₁₀, PM_{2.5}, ozone, and lead are referred to as the "criteria" pollutants because the quality of the air, with regard to these pollutants, is regulated relative to numerical standards, or criteria.

⁴ Particulate matter emissions are categorized by size. Coarse particles are defined as having a diameter of 10 micrometers or less and are referred to as PM₁₀; fine particles are defined as having a diameter of 2.5 micrometers or less and are referred to as PM_{2.5}.

⁵ The IEA Proposed Project is applicable under NEPA air quality provisions because the project is not defined as excluded, an advisory, or in response to an emergency as defined in Chapter Three of FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, June 8, 2004.

⁶ FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*, April 1997.

⁷ FAA, Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, April 28, 2006.

⁸ FAA, Order 1050.1E, *Environmental Impacts: Policies and Procedures*, June 8, 2004.

**Table 1
CLEAN AIR ACT TITLE 1, SECTION 176(c)(1)**

- | |
|---|
| <p>(c)(1) No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an implementation plan after it has been approved or promulgated under Section 110.¹ No metropolitan planning organization designated under Section 134² of Title 23, United States Code, shall give its approval to any project, program, or plan which does not conform to an implementation plan approved or promulgated under Section 110.¹ The assurance of conformity to such an implementation plan shall be an affirmative responsibility of the head of such department, agency, or instrumentality. Conformity to an implementation plan means:</p> <p>(A) conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and</p> <p>(B) that such activities will not:</p> <p>(i) cause or contribute to any new violation of any standard in any area;</p> <p>(ii) increase the frequency or severity of any existing violation of any standard in any area; or</p> <p>(iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.</p> |
|---|

¹ Section 110 refers to CAA Title 1, Part A, Section 110, *Implementation Plans*.

² Section 134 refers to U.S. Code (USC), Title 23, Section 134, *Metropolitan Planning*, relating to Federal aid for highway projects.

Source: USEPA, CAA is available on the Internet at www.epa.gov/air/caa

Review of the relevant guidelines and regulations show the Proposed Project at IEA would not be applicable under the CAA General Conformity Rule and a dispersion analysis to estimate pollutant concentrations for comparison to the NAAQS would not be required. This discussion of the overview of relevant air quality regulations is supplemented by information presented in **Attachment 1, Supplemental Regulatory Overview**.

IV. ASSESSMENT PROCEDURES

The assessment of emissions due to the construction and implementation of the Proposed Project at IEA includes the emissions from aircraft accessing the proposed new extended runway end, which would be located farther from the aircraft parking area when compared to existing conditions. In addition to the increased taxi time, there will be temporary emissions from the use of construction equipment and materials necessary to construct the extension, the new crosswind runway, and the new taxiways.

Airport Emissions Inventory

The emission inventory was estimated using the FAA Emissions and Dispersion Modeling System (EDMS) computer model Version 5.0.2. The FAA EDMS computer program is the FAA-required and USEPA-approved model for estimating emissions and calculating pollutant concentrations from airport-specific sources, such as aircraft engines, ground support equipment (GSE) and auxiliary power units (APUs). The model is also approved for predicting emissions from motor vehicles on roadways and in parking lots, and modeling emissions from stationary sources such as heating plants (boilers), fuel storage tanks, and generators.

Ground Support Equipment (GSE)

Emissions from GSE were estimated based on an on-site survey conducted in June 2008. The results of the survey are summarized in **Attachment 3, On-Site Survey of Ground Support Equipment and Stationary Sources**. A summary of the GSE used at the Airport is given in **Table 2, Ground Support Equipment (GSE) Population**.

TABLE 2
Ground Support Equipment (GSE) POPULATION
Indianapolis Executive Airport

GSE TYPE	FUEL TYPE	POPULATION	OPERATING TIME (in hours per year)
Aircraft Tractor	Gasoline	1	104
Aircraft Tractor	Diesel	2	260
Cart	Gasoline	1	1095
Fork Lift	Gasoline	1	10
Fuel Truck	Gasoline	1	1460
Fuel Truck	Diesel	1	1460

Source: *On-Site Survey of Ground Support Equipment and Stationary Sources*, Landrum & Brown, June 2008.

Emissions from the use of GSE would be expected to increase in future years relative to increased annual operations at the Airport.

Aircraft Taxi and Queue Delay Time

The proposed runway extensions and the crosswind runway will affect the average taxi time for the aircraft at the Airport. The average Airport taxi and departure queue delay times for each stage of the runway development project are given in **Table 3, Average Taxi and Departure Queue Delay Times**.

Motor Vehicles

The distance traveled by motor vehicles in parking lots was determined using the Google Earth® program measuring tool, measuring from the entrance of the lot to the last parking place in the lot to represent the worst-case scenario. Vehicle traffic volume data for existing conditions were supplied by the Airport sponsor. Future vehicle traffic volumes were projected assuming the increase in the number of vehicles on the Airport would be directly related to projected increases in annual operations at the Airport. Emissions from motor vehicles would be expected to increase in future years relative to increased annual operations at the Airport. However, traffic volumes would be the same with or without the proposed development in a given future year.

**TABLE 3
AVERAGE TAXI AND DEPARTURE QUEUE DELAY TIMES
Indianapolis Executive Airport**

PROJECT PHASE		AVERAGE AIRCRAFT TAXI TIME (minutes)	AVERAGE AIRCRAFT QUEUE DELAY TIME (minutes)	TOTAL TAXI/QUEUE DELAY TIME (minutes)
2008 Existing Conditions		4.00	4.00	8.00
2013	Baseline	4.00	4.50	8.50
	Phase 1 – 1,500' Extension	5.00	4.50	9.50
2020	Baseline	4.00	5.00	9.00
	Alternative G – 4,000' CW Runway ¹	4.50	4.50	9.00
2027	Baseline	4.00	5.50	9.50
	Phase 2 – 700' Extension ²	5.00	4.75	9.75

¹ Includes the 4,000-foot crosswind runway and the 1,500-foot extension to Runway 36.

² Includes the 1,500-foot extension to Runway 36, for a total extension of 2,200 feet; and includes the 4,000-foot crosswind runway.

Source: Landrum & Brown analysis, 2008.

Stationary Sources

Stationary sources of emissions were identified based on the on-site survey completed in June 2008. The sources identified in the survey included fuel storage tanks. **Table 4, Annual Fuel Throughput**, summarizes the annual fuel throughput for each of the fuel storage tanks at IEA.

**TABLE 4
ANNUAL FUEL THROUGHPUT
Indianapolis Executive Airport**

FUEL	FUEL THROUGHPUT (in gallons and in kiloliters)
Fuel Oil No. 2 (Diesel fuel)	5,000/19
Unleaded Gasoline	5,000/19
100LL Gasoline (Low Lead 100LL AvGas)	80,000/303
Jet Kerosene (Jet A fuel)	75,000/284

Note: AvGas is aviation gasoline used to fuel piston-engine aircraft.

Source: *Site Survey of Ground Support Equipment and Stationary Sources*, Landrum & Brown, June 16, 2008.

Annual fuel throughput consumed by stationary sources would be expected to increase in future years relative to the increase in the annual number of operations at the Airport.

Construction Emissions Inventory

The following steps were required to prepare an inventory of emissions due to equipment required to complete the construction tasks listed in Section I, *Introduction*:

- Develop the list of construction equipment and materials necessary for each construction task for input into the computer spreadsheet for calculations,
- Develop the assumptions required to complete the calculations necessary to compute the total construction emissions, and
- Develop the calculations to compute total construction emissions for each task.

Construction Equipment

Final engineering for the Proposed Project is not complete. Therefore, the analysis of construction emissions was based on estimates of the type and quantity of construction equipment likely to be involved in the project. The use of equipment anticipated to be necessary to construct the runway extension, the proposed new crosswind runway, and taxiways were based on airport construction projects of similar size and scope that were successfully reviewed in previous recent airport environmental documents. Refer to **Attachment 2, Construction Emissions Technical Data**, for the list of equipment and materials assumed to be required for the construction of each task included in the Proposed Project.

Modeling Assumptions

Additional assumptions were necessary in order to prepare a reasonable representation of the emissions likely to occur from construction of the Proposed Project. Refer to **Attachment 2, Construction Emissions Technical Data**, for details of the assumptions applied for the inventory.

Computer Spreadsheet Calculations

The total operating hours for each piece of equipment required for each individual construction task were calculated using a Microsoft® EXCEL 2003 spreadsheet. Information was then transferred to the National Mobile Inventory Model (NMIM).⁹ The emissions calculated for each individual construction task were summed together to determine the total construction emissions attributable to the Proposed Project.

⁹ USEPA, National Mobile Inventory Model (NMIM2005). NMIM incorporates current versions of MOBILE6 and NONROAD2005 to calculate emission inventories. NMIM may be used to calculate construction emissions caused by airport projects as directed by FAA, Office of Environment and Energy.

V. SUMMARY OF FINDINGS

The results of the emission inventories for the Proposed Project at IEA are given in **Table 5, *Emission Inventory for the Proposed Project***.

The emissions estimated for each phase of the Proposed Project were compared to the Baseline No Action Alternative of the same year to determine relative potential annual emission impacts, or net emissions.

The assessment revealed the following findings:

- The Airport is located in an area that is in attainment with all criteria pollutant concentrations relative to the NAAQS.
- The Proposed Project is not subject to the CAA General Conformity Rule.
- The Proposed Project will cause an increase in criteria and precursor pollutant emissions that are considered negligible and *de minimis*.¹⁰
- Dispersion analysis to compare project pollutant concentrations with the NAAQS would not be required.

VI. DISCUSSION OF RESULTS

All the project alternatives cause at least some increase in annual net emissions of the criteria and precursor pollutants. The net increase is caused either because of construction or because of implementation (operation) of the project alternative.

Construction Emissions

Construction emissions were assumed to occur entirely during the year prior to implementation of each phase of development. However, construction emissions are temporary in nature and would not occur during, or anytime after, full implementation of the project alternatives. Each of the project alternatives requires construction of runway and taxiway pavement. Therefore, the alternative with the greatest area of new pavement would likely be the alternative with the highest emissions from construction. Emissions were estimated to be highest during construction of Alternative G, the 4,000-foot crosswind runway; and would be lowest for the Phase 2 construction of a 700-foot extension to Runway 36.

Most construction equipment units are powered by diesel engines. Therefore, emissions from NO_x would be the primary pollutant during construction followed by CO emissions. When considering the combined affect of all the construction tasks proposed for IEA combined, 54.2 percent of emissions from construction would be NO_x; 31.5 percent of the construction emissions would be comprised of CO; and 5.2 percent would be VOC. Particulate matter, including both coarse and fine particle emissions, collectively contributes 8.5 percent to the total increase in net emissions; and SO_x would constitute the remaining 0.7 percent of construction emissions, on average.

¹⁰ 40 CFR Part 93.153(c)(2).

TABLE 5
EMISSION INVENTORY FOR THE PROPOSED PROJECT
Indianapolis Executive Airport

PHASE	NET EMISSIONS (tons per year)						
	CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}	TOTAL
2008 Existing Conditions							
2008 Existing Conditions	120.3	27.4	6.6	1.4	0.4	0.4	156.5
Phase 1: 1,500-Foot Extension of Runway 36							
2012 Construction¹ Net Emissions	2.8	0.4	5.8	0.2	0.3	0.3	9.8
<i>2013 Baseline - No Action</i>	172.8	39.0	8.8	2.0	0.6	0.6	223.9
<i>2013 Project Emissions</i>	182.2	40.5	9.0	2.1	0.7	0.7	235.1
2013 Net Emissions	9.4	1.5	0.2	0.1	0.0	0.0	11.2
Alternative G: 4,000-Foot Crosswind Runway							
2019 Construction¹ Net Emissions	5.9	0.9	9.3	0.0	0.9	0.8	17.8
<i>2020 Baseline - No Action</i>	230.0	51.6	11.1	2.6	0.8	0.8	297.0
<i>2020 Project Emissions</i>	236.1	52.6	11.3	2.7	0.8	0.8	304.2
2020 Net Emissions	6.1	1.0	0.1	0.1	0.0	0.0	7.3
Phase 2: 700-Foot Additional Extension of Runway 36							
2026 Construction¹ Net Emissions	0.3	0.1	0.3	0.0	0.0	0.0	0.7
<i>2027 Baseline - No Action</i>	308.6	68.7	14.6	3.5	1.1	1.1	397.7
<i>2027 Project Emissions</i>	312.6	69.4	14.7	3.5	1.1	1.1	402.4
2027 Net Emissions	4.0	0.6	0.1	0.0	0.0	0.0	4.7

Note: PM_{2.5} emissions from construction were assumed to be equal to the PM₁₀ emissions total for each task.

Total emissions may not sum exactly due to rounding.

¹ The total of all construction emissions for the phase or alternative.

Sources: FAA, *EDMS Version 5.1*, 2008.

NMIM2005, 2005, USEPA.

Landrum & Brown analysis, 2008.

Project Implementation Emissions

Annual baseline emissions at IEA would increase each future year relative to the increase in annual aircraft operations at the Airport. However, the proposed project development would change net emissions depending on the cumulative effect of implementation of each phase of development, particularly with respect to the average taxi and average delay time. Average aircraft taxi time and average aircraft departure queue delay time was given previously in Table 3 for each phase of development.

When compared with the no-action emissions projected for 2013, Phase 1 implementation of the extended Runway 36 would increase airport emissions. The increase would be caused by the increase in taxi time required for aircraft to reach the extended runway end. With just one runway, all aircraft would use either Runway 18 or the extended Runway 36. Total annual baseline emissions estimated for 2013 would increase by 5.0 percent under Phase 1 development, as shown in Table 6, ***Percent Increase in Annual Emissions with Proposed Project***. The majority of the emission increase would be comprised of CO due to the increased use of piston-engine aircraft fueled by AvGas, which has high CO emissions.

**TABLE 6
PERCENT INCREASE IN ANNUAL EMISSIONS WITH PROPOSED PROJECT
Indianapolis Executive Airport**

PHASE	ANNUAL EMISSIONS INCREASE (percent of No Action emissions)						
	CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}	TOTAL
2013 Phase 1	4.2%	0.7%	0.1%	0.0%	0.0182%	0.0182%	5.0%
2020 Alternative G	2.0%	0.3%	0.04%	0.02%	0.01%	0.01%	2.4%
2027 Phase 2	1.0%	0.2%	0.02%	0.01%	0.004%	0.004%	1.2%

Sources: FAA, *EDMS Version 5.0.2*, 2007.
Landrum & Brown analysis, 2008.

With the implementation of Alternative G, aircraft would operate on the proposed crosswind runway while aircraft would also be operating on extended Runway 18/36. At the same time, use of a second runway would decrease aircraft delay time at departure. The net result of the implementation of Alternative G would be no net change in taxi/delay time with an increase in taxi time but a decrease in delay. However, the slight change in taxi time combined with the emissions caused during construction account for a 2.4 percent change in annual emissions associated with the implementation of Alternative G in 2020, as shown in Table 6.

Phase 2 development would further extend Runway 36 a total of 2,200 feet, for a total length of 7,701 feet for Runway 18/36. Combined with the use of the proposed crosswind runway, there would be an increase in average aircraft taxi time at IEA. The increase in taxi time could not be fully offset by the decrease in departure delay time allowed by the use of the proposed crosswind runway. The net result of the implementation of Phase 2 development would be a net increase in taxi/delay time, which would increase emissions. Annual baseline emissions

estimated for 2027 would increase by 1.2 percent under Alternative G implementation, as shown in Table 6.

VII. CONCLUSIONS

The emission inventory given in Table 5 shows that neither construction nor implementation of any of the project phases would result in an increase in annual net emissions that would equal or exceed the emission thresholds established under the CAA (refer to Attachment 1, Table A1-3, *Clean Air Act General Conformity De Minimis Thresholds*).

Although the Proposed Project is not applicable under the CAA General Conformity Rule and the *de minimis* thresholds¹¹ do not apply, net emissions of the criteria and precursor pollutants examined for this assessment are less than the thresholds established for nonattainment areas. Therefore, it can be concluded that the project would not have the potential to cause significant adverse air quality impacts, and the project is presumed to conform to the Indiana State Implementation Plan (SIP) as given in Attachment 1, Table A1-4, *Presumption of SIP Conformity for Federal Actions*.

Further, there is no requirement to conduct dispersion analysis to compare project-related emissions to the NAAQS for a project estimated to cause *de minimis* emissions. Therefore, the Proposed Project is assumed to comply under the guidelines summarized in Attachment 1, Table A1-2, *NEPA Compliance for Airport Federal Actions*. As such, the Proposed Project complies with the provisions of the Clean Air Act as presented in Table 1, *Clean Air Act Title 1, Section 176(c)(1)*. Consequently, no further analysis or reporting would be required under the provisions of the CAA or under NEPA guidelines.

¹¹ Table A1-3, *Clean Air Act General Conformity De Minimis Thresholds*, in Attachment 1, *Supplemental Regulatory Overview*.

ATTACHMENT 1

SUPPLEMENTAL REGULATORY OVERVIEW

This attachment contains information that supplements the discussion of relevant air quality regulations in Section III, *Regulatory Overview*.

A1.1 National Ambient Air Quality Standards (NAAQS)

The Clean Air Act, including the 1990 Amendments (CAA) provides for the establishment of standards and programs to evaluate, achieve, and maintain acceptable air quality in the U.S. Under the CAA, the U.S. Environmental Protection Agency (USEPA) established a set of standards, or criteria, for seven pollutants determined to be potentially harmful to human health and welfare.¹² The USEPA considers the presence of the following seven criteria pollutants to be indicators of air quality:

- Ozone (O₃)
- Carbon monoxide (CO)
- Nitrogen dioxide (NO₂)
- Coarse particulate matter (PM₁₀)¹³
- Fine particulate matter (PM_{2.5})¹⁴
- Sulfur dioxide (SO₂)
- Lead (Pb)

The standards for the criteria pollutants, known as the National Ambient Air Quality Standards (NAAQS), are summarized in **Table A1-1**. The State of Indiana identified similar standards in the Indiana State Implementation Plan (SIP). Most of the values in the Indiana SIP are either equal to or more strict than those in the NAAQS. The Indiana SIP includes a standard for the annual arithmetic mean concentration for PM₁₀. This additional standard is included in Table A1-1.¹⁵ For each of the criteria pollutants, the USEPA established primary standards intended to protect public health, and secondary standards for the protection of other aspects of public welfare, such as preventing materials damage, preventing crop and vegetation damage, and assuring good visibility.

¹² USEPA, Code of Federal Regulations, Title 40, Part 50 (40 CFR Part 50) *National Primary and Secondary Ambient Air Quality Standards (NAAQS)*, July 2006.

¹³ PM₁₀ and PM_{2.5} are airborne inhalable particles that are less than 10 micrometers (coarse particles) and less than 2.5 micrometers (fine particles) in diameter, respectively.

¹⁴ PM₁₀ and PM_{2.5} are airborne inhalable particles that are less than 10 micrometers (coarse particles) and less than 2.5 micrometers (fine particles) in diameter, respectively.

¹⁵ Title 326 Indiana Administrative Code (IAC) Article 1, Rule 3, *Ambient Air Quality Standards*, Section 4, March 6, 2006, available on the Indiana General Assembly web site at http://www.in.gov/legislative/iac/iac_title?iact=326

**Table A1-1
NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)**

POLLUTANT	AVERAGING PERIOD	PRIMARY STANDARDS	SECONDARY STANDARDS
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean 24-Hour Average 3-Hour Average	0.03 PPM 0.14 PPM None	None None 0.50 PPM
Particulate Matter (PM ₁₀)	(Indiana) Annual Arithmetic Mean ¹ 24-Hour Average	50 µg/m ³ 150 µg/m ³	None 150 µg/m ³
Particulate Matter (PM _{2.5})	Annual Arithmetic Mean 24-Hour Average	15 µg/m ³ 35 µg/m ³	15 µg/m ³ 35 µg/m ³
Carbon Monoxide (CO)	8-Hour Average 1-Hour Average	9 PPM 35 PPM	None None
Ozone (O ₃)	8-Hour Average (1997 Std.) ¹ 8-Hour Average (2008 Std.) ² 1-Hour Average (Revoked)	0.084 PPM 0.075 PPM 0.012 PPM	0.084 PPM 0.075 PPM 0.012 PPM
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.053 PPM	0.053 PPM
Lead (Pb) ³	3-Month Arithmetic Mean	.15 µg/m ³	.15 µg/m ³

Notes: PPM is parts per million.

µg/m³ is micrograms per cubic meter.

mg/m³ is milligrams per cubic meter (for CO only)

¹ USEPA, current effective 1997 standard.

² The USEPA revised the eight-hour ozone standard on March 12, 2008. The effective date of the final rule is May 27, 2008. States are expected to submit recommendations for attainment of the new standard by March 2009 with identification of nonattainment areas by USEPA expected in 2010. Reference USEPA, "National Ambient Air Quality Standards for Ozone," available at http://www.epa.gov/air/ozonepollution/pdfs/2008_03_finalrule.pdf; and USEPA "Fact Sheet: Final Revisions to the National Ambient Air Quality Standards for Ozone," available at http://www.epa.gov/air/ozonepollution/pdfs/2008_03_factsheet.pdf.

³ Airborne lead in urban areas is primarily emitted by vehicles using leaded fuels. The chief source of lead emissions at airports would be the combustion of leaded aviation gasoline in small piston-engine general aviation aircraft. However, the USEPA and FAA have determined that an exceedence of the lead standard would be unlikely at an airport because of the use of low-lead fuel for piston-engine aircraft. Therefore, emissions of lead were not considered in this analysis. Lead standard was revised by USEPA on October 15, 2008.

Sources: USEPA, *Code of Federal Regulations Title 40, Part 50 National Primary and Secondary Ambient Air Quality Standards*, Section 50.4 – Section 50.12.

71 FR 61144, October 17, 2006, *Final Rule National Ambient Air Quality Standards for Particulate Matter*, revisions to the standards for PM₁₀ and PM_{2.5}.

73 FR 16436, Thursday, March 27, 2008, *final rule National ambient air Quality Standards for Ozone*. Federal CAA Toolbox, http://www.afcee.brooks.af.mil/products/air/federal/compdet/naaqs_tbl1.htm accessed on April 21, 2008.

Areas of the country where air pollution levels consistently exceed these standards may be designated nonattainment by the USEPA. A nonattainment area is a homogeneous geographical area¹⁶ (usually referred to as an air quality control region) that is in violation of one or more NAAQS and has been designated as nonattainment by the USEPA as provided for under the CAA.

¹⁶ A homogeneous geographical area, with regard to air quality, is an area, not necessarily bounded by state lines, where the air quality characteristics have been shown to be similar over the whole area. This may include several counties, encompassing more than one state, or may be a very small area within a single county.

Some regulatory provisions, for instance the CAA conformity regulations, apply only to areas designated as nonattainment or maintenance. A maintenance area describes the air quality designation of an area previously designated nonattainment by the USEPA and subsequently redesignated attainment after emissions are reduced. Such an area remains designated as maintenance areas for a period up to 20 years at which time the state can apply for redesignation to attainment, provided that the NAAQS were sufficiently maintained throughout the maintenance period.

According to FAA guidelines,¹⁷ which establish procedures to meet NEPA requirements, an air quality assessment prepared for inclusion in a NEPA environmental document should include an analysis and conclusions of a proposed action's impacts on air quality, as quoted in **Table A1-2, NEPA Compliance for Airport Federal Actions**.

**Table A1-2
NEPA COMPLIANCE FOR AIRPORT FEDERAL ACTIONS**

FAA Order 1050.1E <i>Environmental Impacts: Policies and Procedures</i>	
2.1c	When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the NAAQS. The proposed action's "build" and "no-build" emissions are inventoried for each reasonable alternative. Normally, further analysis would not be required for pollutants where emissions do not exceed General Conformity thresholds.

Source: FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 2 *Air Quality*, June 8, 2004.

At a minimum, an inventory would be prepared reflecting emissions under the baseline (no-build) conditions, and a separate inventory would be prepared describing emissions due to implementation of the proposed action (operational, or build, conditions). The net emissions value derived from the comparison of the two inventories indicate annual net emissions and the relative impact to air quality. Generally, when a Federal action will not result in net emissions that equal or exceed the requirements under the CAA General Conformity regulations, a comparative evaluation of the proposed action to the NAAQS, which requires dispersion analysis, is not necessary, and the proposed action is assumed to comply with the NAAQS.

A1.2 Clean Air Act Conformity Regulations

The CAA included provisions to ensure emissions from Federal actions will comply with the goals of the SIP and will not interfere with the plans to improve air quality in a nonattainment or maintenance area. Compliance to the SIP requires the sponsoring Federal agency to prepare an analytical demonstration of the potential for significant adverse air quality impacts from Federal actions unless the action is

¹⁷ FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 2 *Air Quality*, June 8, 2004.

exempt under the CAA regulations, or is a project included in the sponsoring agency's Presumed to Conform List.¹⁸

The USEPA promulgated the conformity regulations on November 24, 1993¹⁹ to assist Federal agencies in complying with the SIP by specifying rules for two categories of Federal actions: transportation actions and general actions. The two rules have separate and distinct applicability and evaluation requirements. Transportation conformity applies to highway and transit projects, and general conformity regulations apply to all other Federal actions that are not transportation projects, such as airport improvement projects.

A1.2.1 General Conformity Rule Applicability

The CAA included provisions to ensure emissions from Federal actions will comply with the goals of the SIP and will not interfere with the plans to improve air quality in a nonattainment or maintenance area. Compliance with the SIP requires the sponsoring Federal agency to prepare an analytical demonstration of the potential for significant adverse air quality impacts from Federal actions located in nonattainment or maintenance areas. The analytical demonstration would be prepared pursuant to the General Conformity Rule (the Rule), published in the Code of Federal Regulations, Title 40, Environmental Protection Agency, Part 93.153 (40 CFR 93.153).²⁰ The Rule applies only to Federal actions that are:

- Federally-funded or Federally-approved,
- Not a highway or transit project,
- Not identified as "exempt"²¹ under the CAA and not identified on the approving Federal agency's "Presumed to Conform" list,²²
- Located within a nonattainment or maintenance area, and
- Identified as the Federal agency's preferred alternative.

¹⁸ The Proposed Project at IEA is neither exempt under General Conformity nor is the project included on an approved Presumed to Conform List. The provisions of the CAA allow a Federal agency to submit a list of actions demonstrated to have low emissions that would have no potential to cause an exceedance of the NAAQS and are presumed to conform to the CAA conformity regulations. This list is referred to as the "Presumed to Conform" list. The Final for the FAA Presumed to Conform list was published in the Federal Register on June 30, 2007 (72 FR 6641-6656) and includes airport projects that would not require evaluation under the General Conformity regulations.

¹⁹ Federal Register Volume 58, p. 62188 (58 FR 62188), dated November 24, 1993.

²⁰ 40 CFR Part 93, Subpart B *Determining Conformity of General Federal Actions to State or Federal Implementation Plans*, July 1, 2006.

²¹ The Proposed Action is not listed as an action exempt from a conformity determination pursuant to 40 CFR Part 93.153(c) (July 1, 2006). An exempt project is one that the USEPA has determined would clearly have no impact on air quality at the facility, and any net increase in emissions would be so small as to be considered negligible.

²² The provisions of the CAA allow a Federal agency to submit a list of actions demonstrated to have low emissions that would have no potential to cause an exceedance of the NAAQS and are presumed to conform to the CAA conformity regulations. This list is referred to as the "Presumed to Conform" list. The Final Rule for the FAA Presumed to Conform list was published in the Federal Register on June 30, 2007 (72 FR 6641-6656) and includes airport projects that would be considered *de minimis* and would not require evaluation under the General Conformity regulations.

The rule establishes minimum values, referred to as *de minimis* thresholds, for the criteria and precursor pollutants above which constitutes the potential for adverse air quality impacts. The *de minimis* thresholds are provided in **Table A1-3**. Table A1-3 shows *de minimis* levels for all criteria and precursor pollutants effective at the time of the preparation of this environmental review.

The rule only applies to the pollutants for which the area is nonattainment or maintenance. When the project is located in a nonattainment or maintenance area, and if total project-related net emissions equal or exceed the applicable *de minimis* values, a General Conformity Determination must be prepared to demonstrate conformity to the SIP.

Because Boone County is designated attainment for all criteria pollutants, the General Conformity rule does not apply. As such, net emissions caused by the Proposed Project that would equal or exceed any of the *de minimis* thresholds would have no regulatory affect with respect to the General Conformity Rule, and a conformity determination would not be required.

A1.2.2 Regional Significance Under General Conformity

A regionally significant Federal action under the CAA is one where the total direct and indirect emissions (net emissions) represent greater than ten percent of the total emissions of any pollutant in the nonattainment or maintenance area, as provided in the SIP emission budget. According to the USEPA and the FAA, it would be unlikely that an airport improvement project would cause an increase in net emissions that is regionally significant.²³ Therefore, the Proposed Project at IEA was assumed not to be regionally significant as defined under the General Conformity regulations.

A1.2.3 Transportation Conformity Rule Applicability

Although airport improvement projects fall into the category of general Federal actions, there are elements of a proposed project alternative that may require an analysis to show Transportation Conformity, such as actions relating to transportation plans, programs, or projects developed, funded, or approved under Title 23 United States Code or the Federal Transit Act.²⁴ In such cases, the sponsoring Federal agency would be required to coordinate with the Federal Highway Administration, the State Department of Transportation, and the local metropolitan planning organization to assist in completing a Transportation Conformity evaluation. As with General Conformity, Transportation Conformity regulations apply only to Federal actions located within a nonattainment or maintenance area.

The Proposed Project at IEA does not have any effect on highways or roadways surrounding the airport. Therefore, the transportation conformity regulations would not apply to the IEA Proposed Project.

²³ FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*, April 1997.

²⁴ USEPA, 40 CFR Part 93.153, *Applicability*, July 1, 2006.

**Table A1-3
CLEAN AIR ACT GENERAL CONFORMITY DE MINIMIS THRESHOLDS**

CRITERIA AND PRECURSOR POLLUTANTS	NONATTAINMENT AREA THRESHOLD EMISSIONS (tons per year)	MAINTENANCE AREA THRESHOLD EMISSIONS (tons per year)
Carbon Monoxide (CO)	100	100
Particulate Matter (PM₁₀)		100
Moderate Nonattainment Area	100	
Serious Nonattainment Area	70	
Particulate Matter (PM_{2.5}) (direct emissions)	100	100
Precursor pollutants SO ₂ , NO _x , VOC, & NH ₃ ¹	100	100
Sulfur Dioxide (SO₂)	100	100
Nitrogen Dioxide (NO₂)	100	100
Lead (Pb)	25	25
Ozone² (O₃)	<u>VOC/NO_x</u>	<u>VOC/NO_x</u>
Serious Nonattainment Area	50/50	
Severe Nonattainment Area	25/25	
Extreme Nonattainment Area	10/10	
<u>Inside an ozone transport region³:</u>		50/100
Marginal Nonattainment Area	50/100	
Moderate Nonattainment Area	50/100	
<u>Outside an ozone transport region³:</u>		100/100
Marginal Nonattainment Area	100/100	
Moderate Nonattainment Area	100/100	

¹ For the purposes of general conformity applicability, VOC's and ammonia emissions are only considered PM_{2.5} precursors in nonattainment areas where either a State or EPA has made a finding that they significantly contribute to the PM_{2.5} problem in the area. In addition, NO_x emissions are always considered a PM_{2.5} precursor unless the State and EPA make a finding that NO_x emissions from sources in the State do not significantly contribute to the PM_{2.5} in the area. Reference: 74 FR 17003, April 5, 2006.

² The rate of increase of ozone emissions is not usually evaluated in an environmental review because the formation of ozone occurs on a regional level and is the result of the photochemical reaction of NO_x and VOC in the presence of abundant sunlight and heat. Therefore, USEPA considers the rates of increase of NO_x and VOC emissions to reflect the likelihood of ozone formation on a project level.

³ An ozone transport region (OTR) is a single transport region for ozone, comprised of the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the Consolidated Metropolitan Statistical Area that includes the District of Columbia.

Sources: USEPA, Code of Federal Regulations (CFR) Title 40 Part 93.153(b)(1)&(2), March 25, 2008.
USEPA, 40 CFR Part 51.853, March 25, 2008.
USEPA, 40 CFR Part 51.852, March 25, 2008, definition of "precursors of a criteria pollutant."
USEPA, Federal Register Volume 71 Page 17003 (71 FR 17003), April 5, 2006, *PM_{2.5} De Minimis Emission Levels for General Conformity Applicability*.
71 FR 61144, October 17, 2006, *Final Rule National Ambient Air Quality Standards for Particulate Matter*.

A1.3 State Implementation Plan (SIP)

According to the CAA, each state must provide the USEPA with a SIP. The SIP must include a strategy for air quality improvement in local areas for each criteria pollutant that exceeds the NAAQS. The SIP must also include a plan to maintain acceptable air quality in areas that do not exceed the NAAQS.

The Indiana SIP has been revised several times to reflect the most current and effective regulations with regard to the ozone standards, particularly the eight-hour ozone standard promulgated in 1997. On March 27, 2008, USEPA revised the eight-hour ozone standard again to a level of 0.075 parts per million (PPM) applicable to both the primary and secondary levels. The previous standard, set in 1997, was 0.08 PPM. Because the new ozone standard is measured out to three decimal places, the 1997 standard effectively became 0.084 PPM. States must make recommendations to USEPA no later than March 2009 for areas to be designated attainment, nonattainment or unclassifiable. The USEPA will publish nonattainment areas under the new standard no earlier than March 2010. Consequently, the new standard is not applicable to the Proposed Project or effective at the time this report was prepared.

A Federal action must comply with the SIP regardless of whether the General Conformity regulations apply. The air quality assessment must show compliance to the SIP as given in **Table A1-4, *Presumption of SIP Conformity for Federal Actions***.

**Table A1-4
PRESUMPTION OF SIP CONFORMITY FOR FEDERAL ACTIONS
40 CFR PART 93.158(c)**

- | | |
|-----|--|
| (c) | Notwithstanding any other requirements of this section, an action subject to this subpart may not be determined to conform to the applicable SIP unless the total of direct and indirect emissions from the action is in compliance or consistent with all relevant requirements and milestones contained in the applicable SIP, such as elements identified as part of the reasonable further progress schedules, assumptions specified in the attainment or maintenance demonstration, prohibitions numerical emission limits, and work practice requirements. |
|-----|--|

Source: USEPA, 40 CFR Part 93.153(c), July 1, 2008.

A1.4 Indirect Source Review

Some states require an air quality review when a Federal action has the potential to cause an increase in net emissions from indirect sources. Indirect sources cause emissions that occur later in time or are farther removed from the Federal action. Depending on the state, indirect sources may be identified as motor vehicles on highways, parking at sports and entertainment facilities, or an increase in aircraft operations. The state requirement is referred to as the Indirect Source Review (ISR) and each state requiring an ISR sets thresholds for increased operation of the indirect sources.

When a Federal action has the potential to exceed these thresholds, an air quality review is required to assess the character and impact of the additional emissions, which is separate from the analyses required under NEPA or the CAA. According to FAA, *Air Quality Procedures for Airports and Air Force Bases*,²⁵ Indiana is not listed as one of the states requiring an ISR.

²⁵ FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*, Appendix J, April 1997.

ATTACHMENT 2 CONSTRUCTION EMISSIONS TECHNICAL DATA

This attachment includes a Microsoft Excel spreadsheet detailing the equipment-hours required to complete the Proposed Project. The information was used to estimate total emissions expected to result from the construction of the Proposed Project. Also included are the on-road and non-road fleet information files required for the National Mobile Inventory Model (NMIM).

Phase 1 – Task 1

EQUIPMENT HOURS FOR 1,500' RUNWAY EXTENSION
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	956.67
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1228.47
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1436.51
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	74.01
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	74.01
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	74.01
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	97.70
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	97.70
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	97.70
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	97.70
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	97.70
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	97.70
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	97.70
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	81.41
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	81.41
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	81.41
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	81.41
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	81.41
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	81.41
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	73.27
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	52.18
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	52.18
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	52.18
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	146.55
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	96.59
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	15.39
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	20.04
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	23.43
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	39.97
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	39.97
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	105.47
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	242.76

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	56.62
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	56.62
<i>Concrete Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	875.42	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	14.59
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	43.77	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	87.54	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	262.63
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	875.42
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	41.45	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	41.45
<i>Asphalt Overlay</i>						
1-Surface Prep	Cold Planer	625	Dsl - Surfacing Equipment	2270002024	750	4.07
1-Surface Prep	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	1.48
1-Surface Prep	Tractor, Crawler	134	Dsl - Crawler Tractor/Dozers	2270002069	175	1.48
2-Apply Binder Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	1.85
2-Apply Binder Course	Roller	99	Dsl - Rollers	2270002015	100	3.70
2-Apply Binder Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	2.96	
3-Apply Wearing Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	31.46
3-Apply Wearing Course	Compactor	8	Dsl - Plate Compactors	2270002009	11	94.37
3-Apply Wearing Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	58.47	
4-Apply Seal Coat	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	7.40	
4-Apply Seal Coat	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	7.40
4-Apply Seal Coat	Crushing/Processing Ec	127	Dsl - Crushing/Proc. Equipment	2270002054	175	7.40
4-Apply Seal Coat	Compactor	8	Dsl - Plate Compactors	2270002009	11	14.80
<i>Regrade the RSA</i>						
1-Prep Surface	Loader	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	92.52
1-Prep Surface	Grader	147	Dsl - Graders	2270002048	175	333.06
2-Seed	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	74.75
2-Seed	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	74.75
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	13.32	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	13.32

1500 Runway Extension (OnRoad Fleet)

Class, Year, number of vehicles, annual mileage

HDDBS, 2006, 000, 000000
HDDBT, 2006, 000, 000000
HDDV2b, 2006, 000, 000000
HDDV3, 2006, 000, 000000
HDDV4, 2006, 000, 000000
HDDV5, 2006, 000, 000000
HDDV6, 2006, 000, 000000
HDDV7, 2006, 001, 032090
HDDV8a, 2006, 001, 112009
HDDV8b, 2006, 000, 000000
HDGB, 2006, 000, 000000
HDGV2b, 2006, 001, 011331
HDGV3, 2006, 000, 000000
HDGV4, 2006, 000, 000000
HDGV5, 2006, 000, 000000
HDGV6, 2006, 000, 000000
HDGV7, 2006, 000, 000000
HDGV8a, 2006, 000, 000000
HDGV8b, 2006, 000, 000000
LDDT12, 2006, 000, 000000
LDDT34, 2006, 000, 000000
LDDV, 2006, 000, 000000
LDGT1, 2006, 000, 000000
LDGT2, 2006, 000, 000000
LDGT3, 2006, 000, 000000
LDGT4, 2006, 000, 000000
LDGV, 2006, 000, 000000
MC, 2006, 000, 000000

1500 Runway Extension (NonRoad Fleet)

SCC	Hpmax	Model Year	TechType	Population	Hours/Year						
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
227000	2003	100	2006	ALL	1	75					
DEFAULT											
227000	2009	011	2006	ALL	1	206					
DEFAULT											
227000	2015	100	2006	ALL	1	309					
DEFAULT											
227000	2024	750	2006	ALL	1	4					
DEFAULT											
227000	2030	300	2006	ALL	1	299					
DEFAULT											
227000	2036	600	2006	ALL	1	972					
DEFAULT											
227000	2042	100	2006	ALL	1	15					
DEFAULT											
227000	2048	175	2006	ALL	1	735					
DEFAULT											
227000	2051	750	2006	ALL	1	84					
DEFAULT											
227000	2054	175	2006	ALL	1	7					
DEFAULT											
227000	2060	175	2006	ALL	1	179					
DEFAULT											
227000	2066	075	2006	ALL	1	534					
DEFAULT											
227000	2069	175	2006	ALL	1	347					
DEFAULT											
227000	6005	025	2006	ALL	1	88					
DEFAULT											
227000	6035	040	2006	ALL	1	875					
DEFAULT											

Phase 1 – Task 2

EQUIPMENT HOURS FOR 1,875' TAXIWAY
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	1195.83
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1535.59
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1795.63
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	209.70
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	209.70
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	209.70
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	276.81
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	276.81
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	276.81
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	276.81
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	276.81
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	276.81
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	276.81
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	230.67
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	230.67
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	230.67
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	230.67
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	230.67
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	230.67
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	207.61
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	147.84
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	147.84
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	147.84
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	415.21
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	273.66
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	21.89
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	29.81
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	34.86
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	113.24
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	113.24
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	298.83
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	687.83

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	160.42
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	160.42
<i>Asphalt Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	0.00
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	0.00
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	0.00
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	0.00
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	37.75	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	37.75

1875 Taxi way (OnRoad Fleet)

Class, Year, number of vehicles, annual mileage

HDDBS, 2006, 000, 000000
HDDBT, 2006, 000, 000000
HDDV2b, 2006, 000, 000000
HDDV3, 2006, 000, 000000
HDDV4, 2006, 000, 000000
HDDV5, 2006, 000, 000000
HDDV6, 2006, 000, 000000
HDDV7, 2006, 000, 000000
HDDV8a, 2006, 001, 160802
HDDV8b, 2006, 000, 000000
HDGB, 2006, 000, 000000
HDGV2b, 2006, 001, 019083
HDGV3, 2006, 000, 000000
HDGV4, 2006, 000, 000000
HDGV5, 2006, 000, 000000
HDGV6, 2006, 000, 000000
HDGV7, 2006, 000, 000000
HDGV8a, 2006, 000, 000000
HDGV8b, 2006, 000, 000000
LDDT12, 2006, 000, 000000
LDDT34, 2006, 000, 000000
LDDV, 2006, 000, 000000
LDGT1, 2006, 000, 000000
LDGT2, 2006, 000, 000000
LDGT3, 2006, 000, 000000
LDGT4, 2006, 000, 000000
LDGV, 2006, 000, 000000
MC, 2006, 000, 000000

1875 Taxi way (NonRoad Fleet)						
SCC,	Hpmax,	Model Year,	TechType,	Population,	Hours/Year	
Jan,	Feb,	Mar,	Apr,	May,	Jun,	Jul, Aug, Sep, Oct, Nov, Dec
227000	2009,	011,	2006,	ALL,	1,	274
DEFAULT						
227000	2015,	100,	2006,	ALL,	1,	865
DEFAULT						
227000	2030,	300,	2006,	ALL,	1,	848
DEFAULT						
227000	2036,	600,	2006,	ALL,	1,	1218
DEFAULT						
227000	2048,	175,	2006,	ALL,	1,	1139
DEFAULT						
227000	2060,	175,	2006,	ALL,	1,	507
DEFAULT						
227000	2066,	075,	2006,	ALL,	1,	507
DEFAULT						
227000	2069,	175,	2006,	ALL,	1,	978
DEFAULT						
227000	6005,	025,	2006,	ALL,	1,	38
DEFAULT						

Alternative G – Task 1

EQUIPMENT HOURS FOR 4,000' CROSSWIND RUNWAY
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	2551.11
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	3275.92
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	3830.69
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	197.37
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	197.37
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	197.37
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	260.53
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	260.53
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	260.53
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	260.53
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	260.53
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	260.53
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	260.53
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	217.11
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	217.11
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	217.11
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	217.11
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	217.11
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	217.11
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	195.39
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	139.14
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	139.14
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	139.14
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	390.79
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	257.57
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	94.20
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	121.68
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	142.29
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	106.58
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	106.58
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	281.25
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	647.37

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	150.99
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	150.99
<i>Concrete Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	2334.46	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	38.91
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	116.72	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	233.45	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	700.34
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	2334.46
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	110.53	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	110.53
<i>Asphalt Overlay</i>						
1-Surface Prep	Cold Planer	625	Dsl - Surfacing Equipment	2270002024	750	10.86
1-Surface Prep	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	3.95
1-Surface Prep	Tractor, Crawler	134	Dsl - Crawler Tractor/Dozers	2270002069	175	3.95
2-Apply Binder Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	4.93
2-Apply Binder Course	Roller	99	Dsl - Rollers	2270002015	100	9.87
2-Apply Binder Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	7.89	
3-Apply Wearing Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	83.88
3-Apply Wearing Course	Compactor	8	Dsl - Plate Compactors	2270002009	11	251.64
3-Apply Wearing Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	155.92	
4-Apply Seal Coat	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	19.74	
4-Apply Seal Coat	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	19.74
4-Apply Seal Coat	Crushing/Processing Ec	127	Dsl - Crushing/Proc. Equipment	2270002054	175	19.74
4-Apply Seal Coat	Compactor	8	Dsl - Plate Compactors	2270002009	11	39.47
<i>Regrade the RSA</i>						
1-Prep Surface	Loader	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	246.71
1-Prep Surface	Grader	147	Dsl - Graders	2270002048	175	888.16
2-Seed	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	199.34
2-Seed	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	199.34
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	35.53	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	35.53

4000 Crosswind Runway (OnRoad Fleet)

Class, Year, number of vehicles, annual mileage

HDDBS, 2010, 000, 000000
HDDBT, 2010, 000, 000000
HDDV2b, 2010, 000, 000000
HDDV3, 2010, 000, 000000
HDDV4, 2010, 000, 000000
HDDV5, 2010, 000, 000000
HDDV6, 2010, 000, 000000
HDDV7, 2010, 001, 085574
HDDV8a, 2010, 001, 303873
HDDV8b, 2010, 000, 000000
HDGB, 2010, 000, 000000
HDGV2b, 2010, 001, 030216
HDGV3, 2010, 000, 000000
HDGV4, 2010, 000, 000000
HDGV5, 2010, 000, 000000
HDGV6, 2010, 000, 000000
HDGV7, 2010, 000, 000000
HDGV8a, 2010, 000, 000000
HDGV8b, 2010, 000, 000000
LDDT12, 2010, 000, 000000
LDDT34, 2010, 000, 000000
LDDV, 2010, 000, 000000
LDGT1, 2010, 000, 000000
LDGT2, 2010, 000, 000000
LDGT3, 2010, 000, 000000
LDGT4, 2010, 000, 000000
LDGV, 2010, 000, 000000
MC, 2010, 000, 000000

4000 Crosswind Runway (NonRoad Fleet)

SCC	Hpmax	Model Year	TechType	Population	Hours/Year						
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
227000	2003	100	2010	ALL	1	199					
DEFAULT											
227000	2009	011	2010	ALL	1	549					
DEFAULT											
227000	2015	100	2010	ALL	1	824					
DEFAULT											
227000	2024	750	2010	ALL	1	11					
DEFAULT											
227000	2030	300	2010	ALL	1	798					
DEFAULT											
227000	2036	600	2010	ALL	1	2645					
DEFAULT											
227000	2042	100	2010	ALL	1	39					
DEFAULT											
227000	2048	175	2010	ALL	1	1960					
DEFAULT											
227000	2051	750	2010	ALL	1	223					
DEFAULT											
227000	2054	175	2010	ALL	1	20					
DEFAULT											
227000	2060	175	2010	ALL	1	478					
DEFAULT											
227000	2066	075	2010	ALL	1	1425					
DEFAULT											
227000	2069	175	2010	ALL	1	925					
DEFAULT											
227000	6005	025	2010	ALL	1	235					
DEFAULT											
227000	6035	040	2010	ALL	1	2334					
DEFAULT											

Alternative G – Task 2

EQUIPMENT HOURS FOR 4,750' TAXIWAY
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	3029.44
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	3890.15
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	4548.94
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	531.25
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	531.25
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	531.25
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	701.25
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	701.25
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	701.25
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	701.25
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	701.25
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	701.25
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	701.25
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	584.38
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	584.38
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	584.38
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	584.38
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	584.38
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	584.38
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	525.94
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	374.53
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	374.53
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	374.53
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1051.88
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	693.28
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	124.57
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	167.61
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	196.00
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	286.88
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	286.88
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	757.03
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	1742.50

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	406.41
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	406.41
<i>Asphalt Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	0.00
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	0.00
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	0.00
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	0.00
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	95.63	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	95.63

4750 Taxi way (OnRoad Fleet)

Class, Year, number of vehicles, annual mileage

HDDBS, 2010, 000, 000000
HDDBT, 2010, 000, 000000
HDDV2b, 2010, 000, 000000
HDDV3, 2010, 000, 000000
HDDV4, 2010, 000, 000000
HDDV5, 2010, 000, 000000
HDDV6, 2010, 000, 000000
HDDV7, 2010, 000, 000000
HDDV8a, 2010, 001, 414358
HDDV8b, 2010, 000, 000000
HDGB, 2010, 000, 000000
HDGV2b, 2010, 001, 048344
HDGV3, 2010, 000, 000000
HDGV4, 2010, 000, 000000
HDGV5, 2010, 000, 000000
HDGV6, 2010, 000, 000000
HDGV7, 2010, 000, 000000
HDGV8a, 2010, 000, 000000
HDGV8b, 2010, 000, 000000
LDDT12, 2010, 000, 000000
LDDT34, 2010, 000, 000000
LDDV, 2010, 000, 000000
LDGT1, 2010, 000, 000000
LDGT2, 2010, 000, 000000
LDGT3, 2010, 000, 000000
LDGT4, 2010, 000, 000000
LDGV, 2010, 000, 000000
MC, 2010, 000, 000000

4750 Taxi way (NonRoad Fleet)

SCC	Hpmax	Model Year	TechType	Population	Hours/Year						
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
227000	2009	011	2010	ALL	1	693					
DEFAULT											
227000	2015	100	2010	ALL	1	2191					
DEFAULT											
227000	2030	300	2010	ALL	1	2149					
DEFAULT											
227000	2036	600	2010	ALL	1	3154					
DEFAULT											
227000	2048	175	2010	ALL	1	2885					
DEFAULT											
227000	2060	175	2010	ALL	1	1286					
DEFAULT											
227000	2066	075	2010	ALL	1	1286					
DEFAULT											
227000	2069	175	2010	ALL	1	2478					
DEFAULT											
227000	6005	025	2010	ALL	1	96					
DEFAULT											

Phase 2 – Task 1

EQUIPMENT HOURS FOR 700' RUNWAY EXTENSION
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	446.44
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	573.29
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	670.37
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	34.54
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	34.54
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	34.54
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	45.59
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	45.59
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	45.59
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	45.59
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	45.59
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	45.59
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	45.59
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	37.99
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	37.99
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	37.99
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	37.99
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	37.99
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	37.99
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	34.19
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	24.35
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	24.35
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	24.35
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	68.39
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	45.07
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	4.21
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	5.86
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	6.86
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	18.65
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	18.65
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	49.22
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	113.29

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	26.42
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	26.42
<i>Concrete Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	408.53	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	6.81
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	20.43	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	40.85	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	122.56
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	408.53
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	19.34	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	19.34
<i>Asphalt Overlay</i>						
1-Surface Prep	Cold Planer	625	Dsl - Surfacing Equipment	2270002024	750	1.90
1-Surface Prep	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	0.69
1-Surface Prep	Tractor, Crawler	134	Dsl - Crawler Tractor/Dozers	2270002069	175	0.69
2-Apply Binder Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	0.86
2-Apply Binder Course	Roller	99	Dsl - Rollers	2270002015	100	1.73
2-Apply Binder Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	1.38	
3-Apply Wearing Course	Asphalt Paver	77	Dsl - Pavers	2270002003	100	14.68
3-Apply Wearing Course	Compactor	8	Dsl - Plate Compactors	2270002009	11	44.04
3-Apply Wearing Course	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	27.29	
4-Apply Seal Coat	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle HDDV8A	N/A	3.45	
4-Apply Seal Coat	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	3.45
4-Apply Seal Coat	Crushing/Processing Ec	127	Dsl - Crushing/Proc. Equipment	2270002054	175	3.45
4-Apply Seal Coat	Compactor	8	Dsl - Plate Compactors	2270002009	11	6.91
<i>Regrade the RSA</i>						
1-Prep Surface	Loader	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	43.17
1-Prep Surface	Grader	147	Dsl - Graders	2270002048	175	155.43
2-Seed	Trucks, off-highway	658	Dsl - Off-highway Trucks	2270002051	750	34.88
2-Seed	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	34.88
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	6.22	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	6.22

700 Runway Extension (OnRoad Fleet)

Class, Year, number of	vehicles, annual mileage
HDDBS, 2017, 000, 000000	
HDDBT, 2017, 000, 000000	
HDDV2b, 2017, 000, 000000	
HDDV3, 2017, 000, 000000	
HDDV4, 2017, 000, 000000	
HDDV5, 2017, 000, 000000	
HDDV6, 2017, 000, 000000	
HDDV7, 2017, 001, 014976	
HDDV8a, 2017, 001, 052006	
HDDV8b, 2017, 000, 000000	
HDGB, 2017, 000, 000000	
HDGV2b, 2017, 001, 005288	
HDGV3, 2017, 000, 000000	
HDGV4, 2017, 000, 000000	
HDGV5, 2017, 000, 000000	
HDGV6, 2017, 000, 000000	
HDGV7, 2017, 000, 000000	
HDGV8a, 2017, 000, 000000	
HDGV8b, 2017, 000, 000000	
LDDT12, 2017, 000, 000000	
LDDT34, 2017, 000, 000000	
LDDV, 2017, 000, 000000	
LDGT1, 2017, 000, 000000	
LDGT2, 2017, 000, 000000	
LDGT3, 2017, 000, 000000	
LDGT4, 2017, 000, 000000	
LDGV, 2017, 000, 000000	
MC, 2017, 000, 000000	

700 Runway Extension (NonRoad Fleet)

SCC	Hpmax	Model Year	TechType	Population	Hours/Year						
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
227000	2003	100	2017	ALL	1	35					
DEFAULT											
227000	2009	011	2017	ALL	1	96					
DEFAULT											
227000	2015	100	2017	ALL	1	144					
DEFAULT											
227000	2024	750	2017	ALL	1	2					
DEFAULT											
227000	2030	300	2017	ALL	1	140					
DEFAULT											
227000	2036	600	2017	ALL	1	451					
DEFAULT											
227000	2042	100	2017	ALL	1	7					
DEFAULT											
227000	2048	175	2017	ALL	1	343					
DEFAULT											
227000	2051	750	2017	ALL	1	39					
DEFAULT											
227000	2054	175	2017	ALL	1	3					
DEFAULT											
227000	2060	175	2017	ALL	1	84					
DEFAULT											
227000	2066	075	2017	ALL	1	249					
DEFAULT											
227000	2069	175	2017	ALL	1	162					
DEFAULT											
227000	6005	025	2017	ALL	1	41					
DEFAULT											
227000	6035	040	2017	ALL	1	409					
DEFAULT											

Phase 2 – Task 2

EQUIPMENT HOURS FOR 1,075' TAXIWAY
NMIM ON ROAD FLEET INFORMATION FILE
NMIM NONROAD FLEET INFORMATION FILE

TASKS	SUBTASKS	Basic Description	Average HP	Mobile6/NonRoad Classification	CLASS/SCC	Max HP	Adjusted Hours
<i>Prepare the Site and lay foundation for runway</i>							
	1-Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	685.61
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	880.40
	1-Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	1029.50
	2-Prepare Subgrade	Grader	147	Dsl - Graders	2270002048	175	120.23
	2-Prepare Subgrade	Roller	99	Dsl - Rollers	2270002015	100	120.23
	2-Prepare Subgrade	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	120.23
	3-Prepare Frost Protection Layer	Grader	147	Dsl - Graders	2270002048	175	158.70
	3-Prepare Frost Protection Layer	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	158.70
	3-Prepare Frost Protection Layer	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	158.70
	3-Prepare Frost Protection Layer	Roller	99	Dsl - Rollers	2270002015	100	158.70
	3-Prepare Frost Protection Layer	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	158.70
	3-Prepare Frost Protection Layer	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	158.70
	3-Prepare Frost Protection Layer	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	158.70
	4-Prepare Subbase	Grader	147	Dsl - Graders	2270002048	175	132.25
	4-Prepare Subbase	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi	HDGV2B	N/A	132.25
	4-Prepare Subbase	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	132.25
	4-Prepare Subbase	Roller	99	Dsl - Rollers	2270002015	100	132.25
	4-Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	132.25
	4-Prepare Subbase	Loader, Rubber-tired	175	Dsl - Rubber Tire Loaders	2270002060	175	132.25
	4-Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	119.03
	5-Prepare Base	Grader	147	Dsl - Graders	2270002048	175	84.76
	5-Prepare Base	Roller	99	Dsl - Rollers	2270002015	100	84.76
	5-Prepare Base	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	84.76
	5-Prepare Base	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	238.06
	6-Fine Grading	Grader	147	Dsl - Graders	2270002048	175	156.90
<i>Install Drainage System</i>							
	1 - Excavation	Excavator (large)	1470	Dsl - Excavators	2270002036	600	8.19
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	11.24
	1 - Excavation	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	13.14
	2 - Prepare Subbase	Bulldozer	356	Dsl - Crawler Tractor/Dozers	2270002069	175	64.92
	3 - Prepare Subbase	Compactor	8	Dsl - Plate Compactors	2270002009	11	64.92
	4 - Prepare Subbase	Dump Truck	500	Class 8a Heavy-Duty Diesel Vehicle	HDDV8A	N/A	171.33
	5 - Install Drain	Trencher	183	Dsl - Trenchers	2270002030	300	394.36

<i>Install Lighting</i>						
1- Trench and Backfill	Trencher	183	Dsl - Trenchers	2270002030	300	91.98
2 - Compact Backfill	Compactor	8	Dsl - Plate Compactors	2270002009	11	91.98
<i>Asphalt Paving</i>						
1-Batch Plant	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
1-Batch Plant	Concrete Batch Plant	99	Dsl - Cement & Mortar Mixers	2270002042	100	0.00
1-Batch Plant	Water Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	0.00	
1-Batch Plant	Tractors	71	Dsl - Tractors/Loaders/Backhoes	2270002066	75	0.00
1-Batch Plant	Hydro power unit	35	Dsl - Hydro Power Units	2270006035	40	0.00
2-Apply Cement	Concrete Truck	350	Class 7 Heavy-Duty Diesel Vehicles HDDV7	N/A	0.00	
2-Apply Cement	Concrete Pavers	77	Dsl - Pavers	2270002003	100	0.00
<i>Marking</i>						
1-Pavement Marking	Utility Truck	325	Class 2b Heavy-Duty Gasoline Vehi HDGV2B	N/A	21.64	
1-Pavement Marking	Generator <50 HP	22	Dsl - Generator Sets	2270006005	25	21.64

1075 Taxi way (OnRoad Fleet)

Class, Year, number of vehicles, annual mileage

HDDBS, 2017, 000, 000000
HDDBT, 2017, 000, 000000
HDDV2b, 2017, 000, 000000
HDDV3, 2017, 000, 000000
HDDV4, 2017, 000, 000000
HDDV5, 2017, 000, 000000
HDDV6, 2017, 000, 000000
HDDV7, 2017, 000, 000000
HDDV8a, 2017, 001, 091749
HDDV8b, 2017, 000, 000000
HDGB, 2017, 000, 000000
HDGV2b, 2017, 001, 010941
HDGV3, 2017, 000, 000000
HDGV4, 2017, 000, 000000
HDGV5, 2017, 000, 000000
HDGV6, 2017, 000, 000000
HDGV7, 2017, 000, 000000
HDGV8a, 2017, 000, 000000
HDGV8b, 2017, 000, 000000
LDDT12, 2017, 000, 000000
LDDT34, 2017, 000, 000000
LDDV, 2017, 000, 000000
LDGT1, 2017, 000, 000000
LDGT2, 2017, 000, 000000
LDGT3, 2017, 000, 000000
LDGT4, 2017, 000, 000000
LDGV, 2017, 000, 000000
MC, 2017, 000, 000000

1075 Taxi way (NonRoad Fleet)

SCC	Hpmax	Model Year	TechType	Population	Hours/Year						
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
227000	2009	011	2017	ALL	1	157					
DEFAULT											
227000	2015	100	2017	ALL	1	496					
DEFAULT											
227000	2030	300	2017	ALL	1	486					
DEFAULT											
227000	2036	600	2017	ALL	1	694					
DEFAULT											
227000	2048	175	2017	ALL	1	653					
DEFAULT											
227000	2060	175	2017	ALL	1	291					
DEFAULT											
227000	2066	075	2017	ALL	1	291					
DEFAULT											
227000	2069	175	2017	ALL	1	561					
DEFAULT											
227000	6005	025	2017	ALL	1	22					
DEFAULT											

ATTACHMENT 3

ON-SITE SURVEY OF GROUND SUPPORT EQUIPMENT AND STATIONARY SOURCES

This attachment includes the document that summarizes the on-site ground support equipment (GSE) survey conducted on June 16, 2008 at the Airport.

AIRCRAFT GROUND SUPPORT EQUIPMENT SURVEY AND STATIONARY SOURCES FOR THE INDIANAPOLIS EXECUTIVE AIRPORT

A survey of ground support equipment (GSE) at the Indianapolis Executive Airport (IEA) was conducted on June 16, 2008 by Landrum & Brown employees who are trained as GSE surveyors. The surveyors were accompanied by an IEA employee who provided extensive information regarding the use of GSE and operation of stationary sources of emissions on the Airport. The objective of this survey was to identify the GSE located at the Airport and the usage of the equipment in hours per year. The purpose of the survey was to collect data for the estimation of air emissions from the operation of GSE and stationary sources of emissions at the Airport. A survey was considered the most appropriate method of data collection because the aircraft based at IEA consists solely of non-scheduled general aviation (GA) aircraft. The stationary sources at IEA were also identified and fuel consumption data was obtained.

Ground Support Equipment and Vehicles

Several types of ground support equipment and vehicles are used at the Airport. A description of each type of unit is described in this section.

Aircraft Tug

Aircraft tugs are used for towing aircraft to the terminal gate area or pushing the aircraft onto the tarmac. They are also used for towing aircraft to and from hangars for maintenance. At IEA, many of the tugs are electric; however, there is one tug that uses gasoline and two are powered by diesel fuel.

Fuel Truck

The fuel trucks at IEA are mobile fuel-tank trucks refill the aircraft directly from the tank. The amount of time it takes to fuel an aircraft depends on the amount of fuel needed, the pump capacity, and the size of the fuel hose. Since the pump on the truck needs to be powered by the vehicle's engine, the truck is left running during the entire refueling operation. There are two fuel trucks at the Airport, one powered by gasoline which dispenses gasoline and the other is powered by diesel fuel which dispenses Jet A fuel.

Fork Lift

A fork lift is used at IEA to remove cargo from aircraft. The fork lift is powered with gasoline. With a low frequency of cargo shipped to IEA, the lift is not regularly used.

Cart

There are several golf carts used at IEA. They are primarily used by the staff to move between hanger areas in order to perform maintenance as well as to transport the aircraft owners to their planes. Most of the carts are electric powered; however, there is one cart that is powered with gasoline.

Stationary Sources – Fuel Storage Tanks

There are a total of four fuel storage tanks located at IEA. Two of the tanks are used to store AvGas (aviation low-lead gasoline) fuel for aircraft operations. Both of the tanks are underground with vents located approximately 12 feet above the surface. The remaining two are aboveground tanks and are used to hold fuel for the GSE on site. One of the tanks holds gasoline while the other holds diesel fuel.

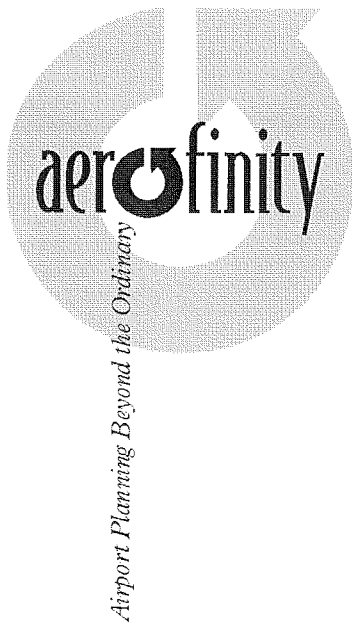
Results

The information obtained from the survey was recorded and organized for input for computer modeling. The results are shown in **Table A3-1, Annual Operating Times and Fuel Throughput**.

**Table A3-1
ANNUAL OPERATING TIMES AND FUEL THROUGHPUT
Indianapolis Executive Airport**

EQUIPMENT	ANNUAL OPERATING TIMES (hours)	ANNUAL FUEL THROUGHPUT (gallons)
Ground Support Vehicles		
Aircraft Tug - Diesel	260 each	N/A
Aircraft Tug - Gasoline	104	N/A
Fuel Truck – 100LL	1460	N/A
Fuel Truck – Jet A	1460	N/A
Fork Lift	10	N/A
Cart	1095	N/A
Stationary Sources		
Fuel Tank – Diesel	N/A	5,000
Fuel Tank - Gasoline	N/A	5,000
Fuel Tank – 100LL	N/A	80,000
Fuel Tank – Jet A	N/A	75,000

Source: Landrum & Brown on-site survey conducted June 16, 2008.



**TO: Rick McKinney; Steve Niblick; Tim Tolson;
Don Silvey; Dan Montgomery; Kristie
McKillop; Kevin Buchheit; Tom Kapostasy;
Mike Zeller; Brad Beaver; Theodore Moran;
Arden Johnson; Kevin Kirby; Craig Anderson;
Mike Bacon; Paul Estridge; Tom Williams**

FROM: Maria J. Muia, Ph.D.

DATE: February 22, 2006

RE: Community Leaders Visioning Session

The Hamilton County Board of Aviation Commissioners is initiating a study to update the Master Plan for Indianapolis Executive Airport. A Master Plan serves as the "blueprint" for the development of facilities needed to serve the aviation users of the airport over the next 20 years. Before determining what physical improvements should be planned, it is important to consider the type of aviation clientele that are likely to use the airport over time.

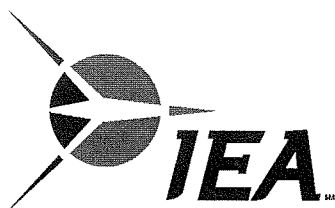
In order to identify the strategic direction for Indianapolis Executive Airport, information is being gathered through a Community Leaders Visioning Session that will be held as follows:

**Friday, March 17, 2006, 8:00 a.m. to Noon
Palomino Ballroom (see attached map for directions)
481 South County Road 1200 East
Zionsville, IN 46077
(317)769-4180**

During the Visioning Session we will have two objectives: to identify local community development issues that may affect the future of the airport and to identify the type of aviation clientele that may use the airport. We will conclude by developing a "vision statement" for Indianapolis Executive Airport that will be referenced during the master planning process. The Visioning Session will include local community leaders, elected officials, airport users, local planning organizations, and area residents.

We would appreciate your participation in the Community Leaders Visioning Session. A continental breakfast will be served at 8:00 a.m. and the meeting will end promptly at Noon. Please confirm your attendance by Thursday, March 9 at 317.955.8395 ext. 308 or by e-mail at mmuia@aerofinity.com.

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax



INDIANAPOLIS EXECUTIVE AIRPORT

Visioning Session

March 17, 2006

Agenda

- | | |
|---------------|--|
| 8:00 – 8:05 | Welcome
<i>Tom Kopostasy, President</i>
<i>Hamilton County Board of Aviation Commissioners</i> |
| 8:05 – 8:30 | Introductions and Meeting Objectives
<i>Melanie DePoy, Managing Principal, Aerofinity, Inc.</i> |
| 8:30 – 8:45 | What is a Master Plan?
<i>Maria Muia, Director, Aerofinity, Inc.</i> |
| 8:45 – 9:00 | How well do you know your airport? |
| 9:00 – 9:20 | Virtual Tour of Indianapolis Executive Airport
<i>Maria Muia</i> |
| 9:20 – 9:45 | Group Exercise – Who are we?
Describe the “community” served today by IEA |
| 9:45 – 10:00 | Break |
| 10:00 – 10:15 | Group Reports |
| 10:15 – 10:40 | Group Exercise – Who will we become?
Describe the “community” served by IEA in 5, 10, 20 years |
| 10:40 – 11:00 | Group Reports |
| 11:00 – 11:15 | Preparing IEA to meet tomorrow’s needs |
| 11:15 – 12:00 | Our vision for IEA is . . . |



51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING

Indianapolis Executive Airport (IEA)
Community Leaders Visioning Session

MEETING DATE

March 17, 2006

LOCATION

Palomino Ballroom
481 South County Road 1200 East
Zionsville, IN 46077

ATTENDING

Brad Beaver; Rick McKinney; Steve Niblick; Tim Tolson; Don Silvey; Dan Montgomery; Kristie McKillip; Tom Kapostasy; Mike Zeller; Theodore Moran; Craig Anderson; Mike Bacon; Tom Williams; Brian Stumpf for Paul Estridge; Larry Creakbaum; Mike Evans; Melanie Depoy; Maria Muia

INVITED BUT NOT IN ATTENDANCE

Paul Estridge; Arden Johnson; Rick McKinney; Kevin Buchheit; Kevin Kirby; Craig Anderson; Mike Bacon

DISCUSSION SUMMARY

The meeting began with a welcome and background from Tom Kapostasy, President of the Hamilton County Board of Aviation Commissioners. This was followed by introductions by all attendees and an overview of the Meeting Objectives by Melanie DePoy, Aerofinity, Inc.

Maria Muia, Aerofinity, then gave a presentation over viewing what an airport master plan entailed, including tasks for a public involvement program, environmental considerations, existing conditions, aviation forecasts, facility requirements, alternatives development & evaluation, airport layout plans, and facilities implementation plan & financial feasibility analysis. Maria then gave a virtual tour of the airport that covered its history, existing facilities, types of general aviation aircraft that use the facility, and the difference between general aviation and commercial service airports.

Melanie DePoy then led the group through a series of exercises the results of which were used to develop a vision statement for IEA. The group exercises are summarized below.

Participants were divided into two groups and asked to answer the question, "Who are we?" where each group described the community served by IEA today. The results of this exercise are summarized with the list of key phrases shown below:

- No industrial park
- Mix of agriculture and horse farms; 3-4-8 acre plots
- Landfill to the east
- Little Eagle Creek
- Findly Creek
- Jolietville – Tanks
- Roads: 32 & 42
- Whitestown, Sheridan beginning to develop entry level homes
- Zionsville – Austin Oaks/ The willows – under flight path
- No sewer, water, gas
- High middle income
- 10th largest based aircraft
- Professional work force
- Rural value
- Corporate Development
- Strategic location to serve many interests
- Proximity to 421, 32, 31, 65, & 465
- Good transportation corridor
- Duke development to west – retail, \$300k+ homes
- Rural lifestyle
- Regional Strategic location
- Metro will move so more traffic at IED
- Lebanon- Duke Business Park
- Lebanon – city, residential
- Carmel – Meridian corridor
- At the edge of the city
- Agricultural zoning surrounding IEA

Participants were again divided into two groups and asked to answer the question, "Who will we become?" where each group described the community they believed IEA would serve in the next 5, 10, & 20 year frames and would need to happen at IEA to meet the community's needs. The results of this exercise are summarized with the list of key phrases shown below:

Who will we become?

- Full airport service: rental cars, hotel, hospitality
- Fly direct to wherever
- Small commuter type jets
- Increase in demand for GA
- High disposable income
- Need ownership for better buy in – maybe regional airport authority
- FBO services will be expanded
- Hundreds of jets
- Within development zone by 20 years – changes character of airport – find a way to make it work. Expanded customer base.
- Compatibility between airport/surrounding area
- Light industrial nearby
- Economical development asset for Hamilton/Boone counties, may make airport a welcome center for the community.
- Fly-out/fly back service
- Corporate headquarters
- Lighter/quieter aircraft
- Airport property will grow
- Higher surrounding land values
- Higher quality of life – parks, etc.
- Boone county development will follow Hamilton County
- Boone & Hamilton Counties – more developed comprehensive plans – organized growth
- Light rail
- Business jets, not commercial airlines
- Good neighbors policy – overlay zoning, proactive to manage, include land uses
- New industrial park

What will IEA would need to do to meet tomorrow's needs?

- Community – Successes:
- Aviation – travel support – collateral
- Runway length, weight rating
- Ability to fly direct – runway length
- Small commuter jets – SATS
- Overall aviation traffic 2X-5X
- Jet Taxi for business and personal use
- Disposable income increases travel
- No airline service – Lafayette, Terre Haute have lost theirs
- Weight – 60,000 lbs means 12-15 passengers
- Elected officials must cooperate in a meaningful way in the region
- Formal governance may need to change – Airport Authority? Need joint planning meetings
- On ground – infrastructure: hangars, repair, tower, full service FBO, food, etc
- Everything south of Route 32 will be full
- Light industrial will compliment the area
- Airport is an integrated economic development asset
- Personal jets
- Hub for fractional ownership
- Lighter quieter aircraft
- Airport will be the community welcome center - Multimodal

Participants were then asked to summarize IEA in one paragraph that could be used in a marketing brochure to describe the airport 20 years from now. The results of this exercise are summarized with the list of key phrases shown below:

- Convenient access
- Home base regional a/c
- Gateway to good life in N. Marion Cnty, Hamilton, and Boone Counties
- State of the art
- Regional airport that will cater to corporate traffic
- Live, work, play in the community
- 1st class facility
- Safe, orderly expansion
- Center of Indiana Business
- Flexible/economic travel
- 200 business and leisure locations within 300 miles of home
- Convenient, safe
- Close to home
- Cornerstone of corporate business
- Indpls Regional
- Primary alternate access point
- Regional transportation network
- Full service jet port
- Maintenance
- Small town feel
- Live work, play near IED
- Center of it all
- Increase in technology for aircraft

From the above exercises, the group culminated their work by developing the following vision statement for IEA:

Our vision is for Indianapolis Executive Airport to be the premier business and life-style travel facility that mirrors the quality of life in Boone and Hamilton counties, fosters the economic development of the area, and develops its facilities in concert with the surrounding community.



TO: Steve Niblick; Andrea Montgomery; Don Silvey; Dan Montgomery; Jim Keefer; Kristie McKillip; Ann Cavaluzzi; Tom Kapostasy; Mike Zeller; Charles Hanover; Brad Beaver; Jeff Burt; Jeff Keck; Joe Turk; Sandy Lyman; Mike Bacon; Mark Owens; John Pugh

FROM: Maria J. Muia, Ph.D.

DATE: April 10, 2006

**RE: Indianapolis Executive Airport
Master Plan Update
Public Advisory Committee**

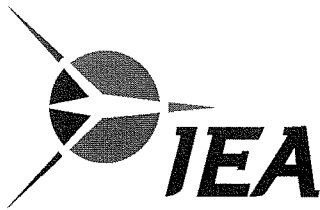
The Hamilton County Board of Aviation Commissioners (BOAC) is initiating an update to the master plan for Indianapolis Executive Airport. Master plans are prepared to guide the phased development of an airport over approximately the next twenty years.

We have contacted you because the BOAC as requested your participation on the Public Advisory Committee (PAC) that is being formed as part of the master plan process. The PAC will consist of members of the BOAC as well as other elected and appointed officials, local planning agencies, airport users and tenants, and members of the general public. This PAC will meet approximately three times during the planning process to provide information and comment on the study findings.

PAC meeting announcements will be sent approximately one month in advance of the meeting. As necessary, meeting materials will be mailed in advance if it is beneficial for PAC members to be able to review them before the meeting. A date for the first meeting has not been set at this time, but we anticipate a tentative schedule by May 31, 2006.

We are hopeful that you are willing to assist the BOAC in this important process. Please let us know if you are willing to participate on the PAC by responding to me at (317) 955.8395 ext. 308 or via e-mail at mmuia@aerofinity.com.

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax



**INDIANAPOLIS EXECUTIVE AIRPORT
Public Advisory Committee (PAC)
Meeting**

**August 11, 2006
8:00 a.m. – 10:00 a.m.**

AGENDA

Welcome

Tom Kapostasy, President
Hamilton County Board of Aviation Commissioners

**Introductions and
Meeting Objectives**

Melanie DePoy, Managing Principal, Aerofinity, Inc.

What is a Master Plan?

Maria Muia, Director, Aerofinity, Inc.

Phase 1 Elements

Melanie DePoy, Managing Principal, Aerofinity, Inc.
Maria Muia, Director, Aerofinity, Inc.

- Study Design
- PAC Establishment
- Airport Vision
- Environmental Overview

Phase 2 Elements

Maria Muia, Director, Aerofinity, Inc.

- 1st PAC Meeting
- Airport Inventory/Existing Conditions
- Aviation Forecast

Next Step

Maria Muia, Director, Aerofinity, Inc.



TYQ PAC MTG

8-11-06

NAME	ORGANIZATION	ADDRESS AND EMAIL
Andi Montgomery	Montgomery Aviation	11329 E. SR 32 Zionsville, IN 46077
Dan Montgomery	Indy Expo Airport	dan@montgomeryaviation.net
		Andrea@montgomeryaviation.net
MIKE ZELLER	NEIGHBOR	4321 W. 166 TH ST, WESTFIELD 46074
		mike-zeller@lilly.com
Larry Manning	Woolpert, Inc	larry.manning@woolpert.ca
Larry Creakbrown	Woolpert, Inc	larry.creakbrown@woolpert.com
John Rush	Boone Co. Area Plan Comm.	rushjc@indot.in.gov
Jin Keefe	INDOT-Office of Aviation	jgkeefe@indot.in.gov
Don Silvey	Bd of Aviation	silvey44@AOL.Com
JOHN GRAFT	Boone County Economic Development	jwgraft@yahoo.com
Mike Evans	Woolpert, Inc.	michael.evans@woolpert.com
Ann Cavalluzzi	Westfield community Dev.	acavalluzzi@westfieldin.gov
Charles Hanover	Electro-Reps Inc	chhanover@electro-reps.com
Mike Bacon	Pilots Group-Mont. Aviation	mbacon@createc.com
BRAD BEAVER	HAM. Co. Council	BRAD.BEAV@VERIZON.NET
DAN MONTGOMERY	Montgomery Aviation	DAN@montgomeryaviation.net
JEFF BURT	HAM Co. Alliance	jburt@hcalliance.com
Tom Kapostasy	BOAC	tkapostasy@tfa.org
STEVE NIBLICK	Boone Co Area Plan Commission	SNIBLICK@CO.BOONE.IN.US
MARIA MUIA	AEROFIN corp	mmuia@AEROFINITY.COM

**TO Indianapolis Executive Airport
 Public Advisory Committee (PAC) Members**

FROM Maria J. Muia, Ph.D.

DATE June 16, 2008

RE Indianapolis Executive Airport PAC Meeting

The Hamilton County Airport Authority has begun the next phase of the Indianapolis Executive Airport Master Plan Update. As a member of the Public Advisory Committee (PAC), you are invited to attend a PAC meeting scheduled for 8:00 a.m. on July 10, 2008 at the terminal building of the Indianapolis Executive Airport.

During this meeting you will be updated on the status of the master plan, items completed to date, and what remains to finish the plan. We understand that this is a voluntary committee, therefore, we promise not to keep you past noon as we know you all have busy schedules. Thank you ahead of time for your participation, and we look forward to seeing you on the 10th.



**INDIANAPOLIS EXECUTIVE AIRPORT
Public Advisory Committee (PAC)
Meeting**

July 10, 2008

8:00 a.m. – 12:00 p.m.

AGENDA

Welcome Don Silvey, President, Hamilton County Airport Authority

Introductions Maria Muia, Director, Aerofinity

What is a Master Plan? Maria Muia, Director, Aerofinity

Phase 1 Elements Maria Muia *PAC Establishment*
Airport Vision
Environmental Overview

Phase 2 Elements Maria Muia *1st PAC Meeting*
Airport Inventory/Existing Conditions
Aviation Forecast

Phase 3 Elements Maria Muia *Facility Requirements*
Next Steps Chris Snyder *Alternatives*



INDIANAPOLIS EXECUTIVE AIRPORT Public Advisory Committee (PAC) Meeting

July 10, 2008; 8:00 a.m. - 12:00 p.m.

NAME	ORGANIZATION	ADDRESS AND PHONE #	EMAIL
MARK OWENS		11823 E. 200 South Zionsville 317.997.5468	wtoci@indy.in.gov
Nick McLean	INDOT	100 N SENATE AVE INDIANAPOLIS, IN 46204	NMCC@INDOT.IN.GOV
John Rush	APC	1565 N. John Bartram Indianapolis IN 46052	push@indinmotion.net
STEVE NIBBLICK	APC	116 WASHINGTON ST Room 101 CERAMON, IN 46052	765-482-3821 SNIBBLICK@CO. BOONE, IN, US
JOE PLANKIS	CITY OF WESTFIELD ECONOMIC DEV. DIRECTOR	130 PENIX ST. WESTFIELD, IN 46074	JPLANKIS@WESTFIELD. IN.GOV.
Dan Montgomery	Montgomery Aviation	11329 East Rd 32 Zionsville IN 46077	dan@montgomeryaviation.net

JEFF HECK	EXECUTIVE HOMES	14547 Stargate Ct, CARMEL, IN 46032 317-919-7273	CHECK @ EXECUTIVE HOMES BZ
BRAID BEAVER	Hamm Co. Council	Court House Hamm Co.	
MIKE ZELLER	NEIGHBOR	4321 W. 166TH ST. WESTFIELD 46074 317-867-4894	Zeller, Mike @ YAHOO.COM
Charles Hanover	Electro Reps Neighbor	14178 Williamsburg Dr Carmel IN 46033 317-846-4627	chanover@electro-reps.com
Tom Kapostasy	Airport Authority	1300 Helford Ln Carmel, IN 46032 317-575-0768	tkapostasy@ffa.org
Don Silvey	Airport Auth.	13672 Snodkey Ridge Dr Carmel, IN 46033 317-432-9885	
Andi Montgomery	Montgomery Aviation	11329 E. SR32 Zionsville, IN 46077 317-769-4487	andrea@montgomery aviation.net

MARIA MUIA AEROFINITY

CHARIS SNYDER WOLPERT

Public Meeting Announcement:

The Hamilton County Airport Authority will hold a public information meeting on July 31, 2008 at the Indianapolis Executive Airport (11329 E. State Rd. 32, Zionsville, IN 46077). The public is welcome to attend anytime between 5:30 p.m. and 8:30 p.m. local time where representatives of the consultant and airport will be available to answer questions about planned improvements for the Indianapolis Executive Airport. This is not an open public hearing for verbal recorded comment. However, written comments will be accepted.

Historical Aviation Activity Data

Based Aircraft and Operations

Year	Based Aircraft	Operations
2004	59	29,000
2005	79	39,000
2006	91	45,000
2008	100+	49,000

Aviation Activity Forecasts

FAA Approved Aviation Forecasts Indianapolis Executive Airport

Year	Based Aircraft	Operations
2010	103	42,000
2012	113	46,000
2017	141	57,000
2022	169	69,000
2027	199	81,000

Note: FAA approval received January 2007.

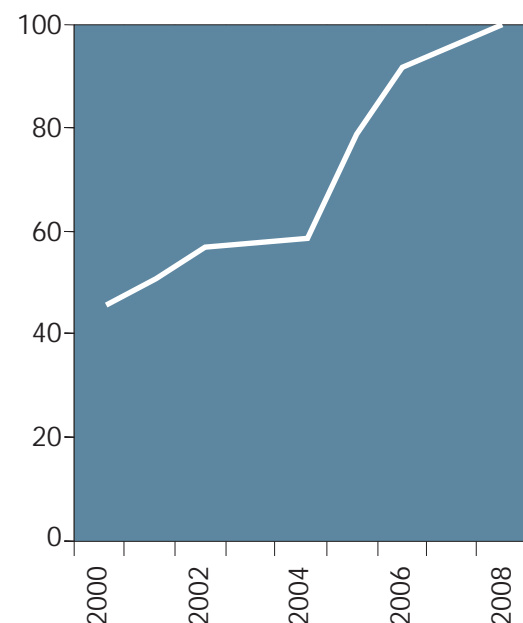


INDIANAPOLIS EXECUTIVE AIRPORT

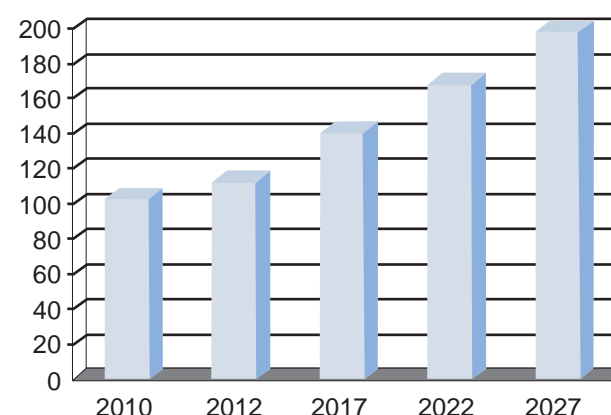
Public Information Meeting

July 31, 2008

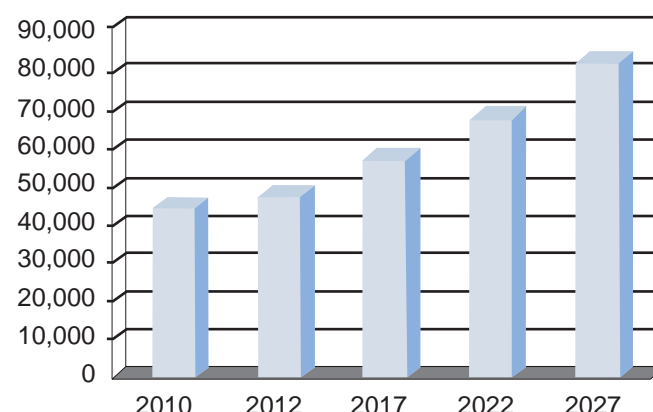
Based Aircraft



Based Aircraft



Annual Operations



The Hamilton County Airport Authority (HCAA) is undertaking an update of the Indianapolis Executive Airport Master Plan to guide the phased development of airport facilities. It is the first master plan completed for the airport in almost 30 years and since it came under public ownership.

The Indianapolis Executive Airport Master Plan Update includes the following elements:

- Public Involvement Program
- Environmental Considerations
- Existing Conditions
- Aviation Forecasts
- Facility Requirements
- Alternatives Development & Evaluation
- Airport Layout Plans
- Facilities Implementation Plan & Financial Feasibility Analysis

To date, the public involvement program of the master plan has been initiated through an Airport Public Advisory Committee. This publication and meeting is being presented as part of the Public Involvement Program. The environmental considerations, existing conditions, aviation forecasts, and facility requirements elements of the master plan have been completed while the alternatives development and evaluation element has been initiated and are ready for general public input.

Although current and forecasted activity can justify a demand for Runway 18-36 to be extended to 8,400 ft., the HCAA has made a conscious decision to limit the extension to 7,700 ft. in an effort to foster economic development while at the same time developing airport facilities in concert with the surrounding community.

The planning elements completed thus far in the master plan are presented in summary here. Thank you for your time and interest in the Indianapolis Executive Airport. You may provide written comments on the master plan by inserting the enclosed form in the comments drop-box located at the sign-in table or mailing it as instructed on the comment form.

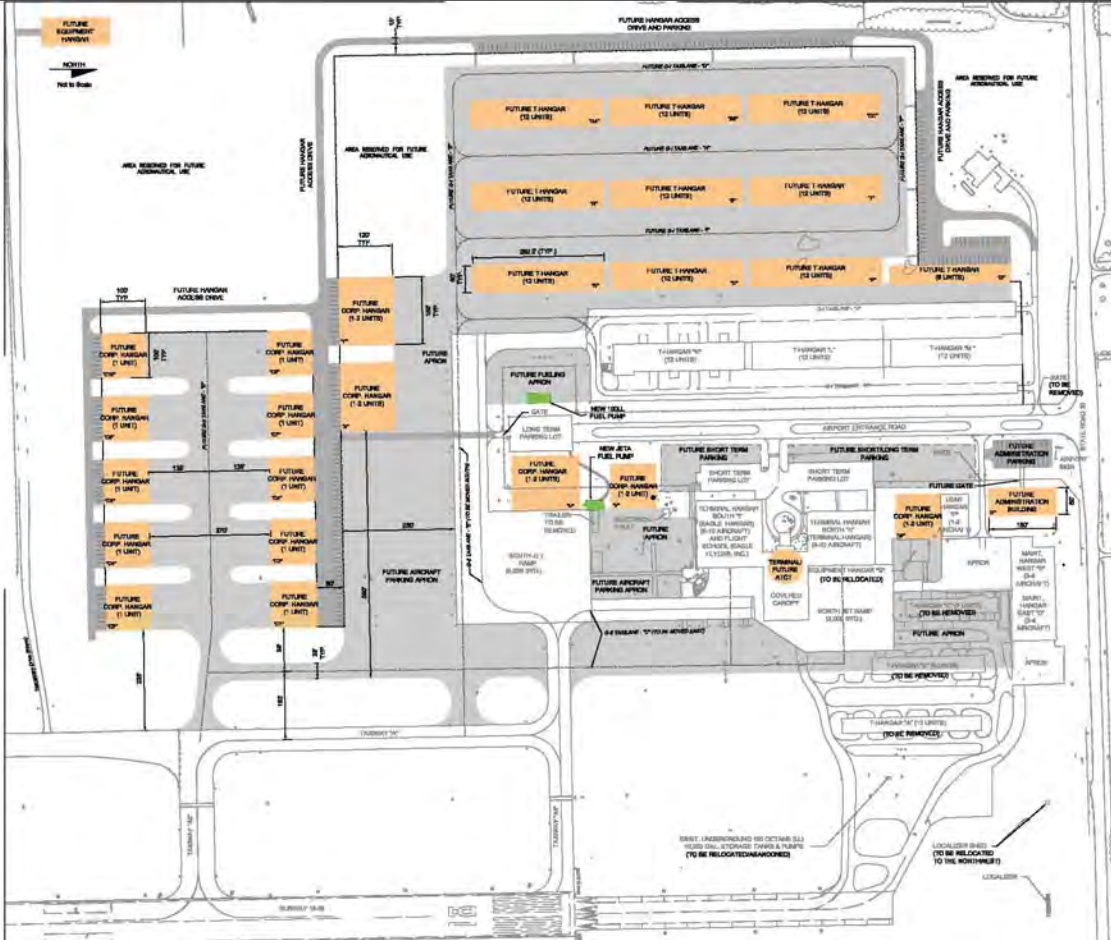
Sincerely,

Don Silvey, President
Hamilton County Airport Authority

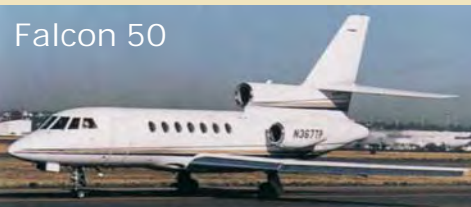
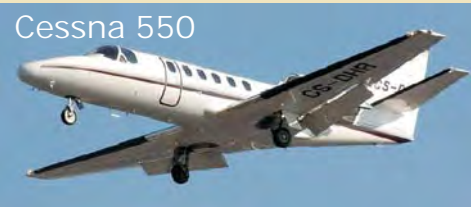


NOTE: Operations are rounded to nearest thousand. All numbers are approximate. Source: Aerofinity 2006 and 2007

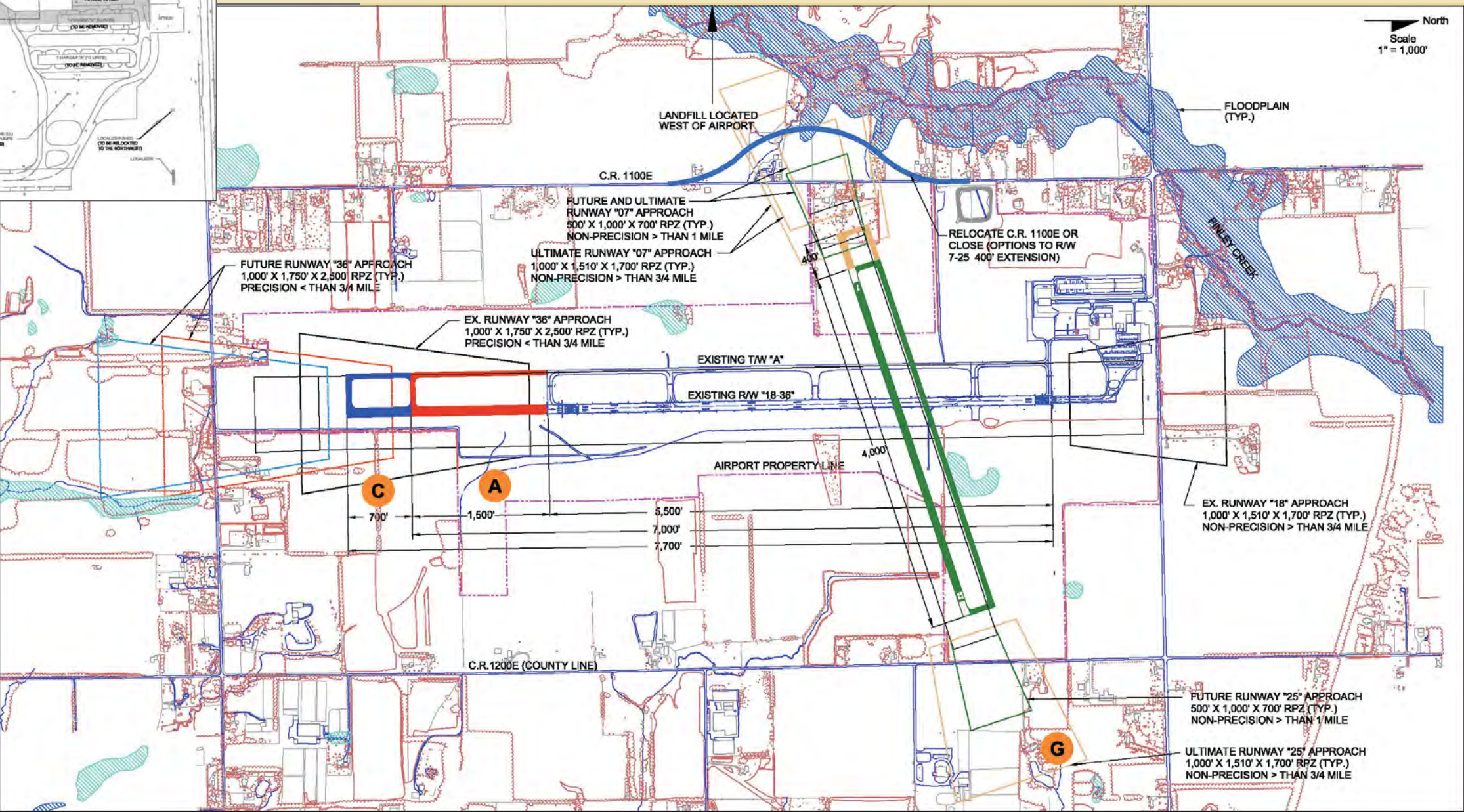
Preferred Terminal Options



Typical Aircraft for Primary Runway



Preferred Runway Options



Typical Aircraft for Crosswind Runway

Cessna 172 Skyhawk



Beechcraft Baron



Cirrus Sr20



Piper Cherokee



Mooney M-20A





INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting
July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
Tom Kepastery	Ham City Board	1300 Helwood Ln Carmel 46032	tkcpcas@att.net
GLENN VALENTINE	SELF	2774 100th 210-110/110 E 46077	GVALENT777C 112TMAIL.COM
Tim Tolson	HAM. CTY. BOARD	110 SHOSHONE DR. CARMEL, IN 46032	BRANDON@THE TRAIL AGENT INC.COM
Jennifer McNew		205 S. 1100 E Zionsville, IN 46077	macnew88@yahoo
MATT QUANRUD		u	caberkid2020@yahoo.com
MIKE ZELLER		4321 W. 166th ST WESTFIELD 46074	zeller_family@yahoo.com



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting
July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
Deb Sawyer	TYB	595 Hampshire Court 46032	doughen@att.net
CHRISTOPHER VANN		155 S. 1100 E. ZIONSVILLE, IN 46077	cyann@indy.vv.com
PAT LONG	IN CHAPTER ACPA	One N. Capital Suite 480 Indph 46204	plong@parent.com
Tom Chope		11050 E. 200th St Zionsville IN 46077	tchope2891@aol.com
Evan Yoder	Av. Safety	P.O. Box 6415 Kokomo, IN 46904	eyoder9722@aol.com
Richard Lyndon		702 S. 1200 E	



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting

July 31, 2008; 5:30 p.m. - 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
LARRY RADIL	RD OTC INC.	1004 LINDEN CIR NORCROSSVILLE, IN. 46062	SKY-KAM CMSN. GM
Clark & Marcia Mullen		11647 Weeping Willow CT. Zionsville, IN 46077	
Susan Birrell Post		5568 Pinecrest Cir Noble IN 46062	Sbpost@ comcast.net
Charles Hopper		4505.1100 E. Zionsville IN	
Harry & Sandy Boff		802 S. 1100 E Zionsville 46077	
Linde Greemann		990 S 1100 E Zionsville 46077	



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting

July 31, 2008; 5:30 p.m. - 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
KEVIN RECTOR	INDOT Office of Aviation	100 N. Senate Ave. INDY, 46204	
Justin Klump	"	"	
MARK R SANDERS	SANDERS Development THE Willow Willow Glen	6051 S. Indianapolis RD WHITESTOWN - IND. 46075	
STEVE ADEN	Andretti Green Racing	7015 Zionsville Rd. Lynch, IN 46028	stevie.aden@ ANDRETTIGREEN.COM
Bob Bostwick	Zionsville Community Schools / Resident	900 Mulberry ST Zionsville IN 46077	bbostwick@ZCS.K12.IN.US
Michael Shafer	Zionsville Community Schools / Resident	"	mshafer@ZCS.K12.IN.US

**INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting**

July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
John & Carolyn Push	APC	Lebanon	—
JEFF APPLE		Shenandoah	—
JOE PLANKIS	CITY OF WESTFIELD	WESTFIELD	—
JOHN & CANDACE ULMER	UNION TWP	ZIONSVILLE	UNIONTWP@TDS.NET
DAVID WEST		ZIONSVILLE	
CHARLES MARANTO		691 So. 1100 E.	CMARANTO@ EARTHLINK.NET

**INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting**

July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
BRAD BENNETT	HAM. Co. Council		
Quinn Dale Fontkneuse		3445 1100 East Zionsville	
John Mueller Kerren Mueller		510 Fox Ln. Carmel, IN 46032	
Tania Logg	Indy Star		
Donna Sandy Lahman		404 S 1100 E Zionsville 46077	
MIKE BYERS	INDIANA CHAPTER Acps	ODE N. CAPITAL DR INDIANAPOLIS, IN 46204	Mbyers@pavement.com



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting

July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
Frederick+ Linda Leickly	—	896-2311 16626 Joliet Rd	linda.leickly@yahoo.com
Tom Hutself		9302 E 180S.	thutself@indy.rr.com
Jim + Shelly Mahoney	—	16501 Joliet Rd.	JMAHONEY1948@SBCGLOBAL.NET
Ramon Van Sickle		11075E, State Rd 32	
TIM TABUE		14950 JOLIET RD	TTTABUE@AOL.COM
Jim Carter	Boone County BZA	7402 E. 550 South Zionsville 46077	



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting

July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
Kelly Bailey	Neighbor	602 S. 1100 E Zionsville	kbailey@brickyard.com
LeeAnn Chambers	Neighbor	16909 Joliet Rd Westfield.	
Rich Smith	4	16941 Joliet Rd Westfield, IN 46074	
Christina Sorgen	Neighbor	16850 Joliet Rd Westfield, IN 46074	bcsmsorgene@yahoo.com
Jayne Owens	neighbor	11823 E. 200 S. Zionsville, IN 46077	
Pat Carter	Employer/Pilot	444 Fox Ln CARMEL IN 46032	



INDIANAPOLIS EXECUTIVE AIRPORT Public Information Meeting
July 31, 2008; 5:30 p.m. – 8:30 p.m.

NAME (Please print)	ORGANIZATION (if Applicable)	ADDRESS AND PHONE #	EMAIL
Matt Rice	Zionsville Town Council	485 W. Screamer St., Zionsville, IN 46077	mrrice@zionsvillein.com



INDIANAPOLIS EXECUTIVE AIRPORT
Public Information Workshop

MASTER PLAN
July 31, 2008

Comments:

Regarding the Cross Wind Runway - the main purpose is to accommodate the smaller aircraft.

What is the relative percentage of non-business use by this type of plane?
are you building this to take care of Recreation interests or teaching interest?
How much will be true business
Should we change the land, justify the cross for Recreation?

Submitted by: FREDERICK E. LEICKLY MD
Name and Address (Optional)
16626 JOLIET Rd.
WESTFIELD 46074

Complete form and leave in comment box tonight, or mail by August 14, 2008 to:

Maria Muia, Ph.D.
Aerofinity, Inc.
51 S. New Jersey St., Suite 219
Indianapolis, IN 46204

Or e-mail comments to tyqmasterplan@aerofinity.com:



INDIANAPOLIS EXECUTIVE AIRPORT
Public Information Workshop

MASTER PLAN
July 31, 2008

Comments:

After reviewing the proposed Master Plan, I would like to voice my strong support of the runway extension. As a corp. pilot, operating our jet here some 3-4 x's per week, words cannot express the need for additional runway, when considering safety. Due to the current runway length we are required to reposition our jet to a more suitable airport when at max. weight.

Submitted by: STEVE EDEN, CHIEF PILOT
Name and Address (Optional)
ANDRETTI GREEN RACING
7615 ZIONVILLE Rd.
INDIANAPOLIS, IN 46208

Complete form and leave in comment box tonight, or mail by August 14, 2008 to:

Maria Muia, Ph.D.
Aerofinity, Inc.
51 S. New Jersey St., Suite 219
Indianapolis, IN 46204

Or e-mail comments to tyqmasterplan@aerofinity.com:

Letter of Concern in the Matter of the Expansion of the Indianapolis Airport Runway Expansion

July 31, 2008
Brandon and Christina Sorgen
16850 Joliet Rd
Westfield, IN 46074

To Whom It May Concern:

This letter is being written to express my concerns with the presented plans for the expansion and placement of the new runways for the Indianapolis Executive Airport. As a resident of the immediate area, there are many concerns over the plans. My greatest of concerns is the noise disturbance caused by the larger jets and planes that these runways are being designed for. Being that the 45 passenger jet already wakes in the early morning hours, I am concern that only larger jets will only cause much greater disturbances to my fellow neighbors, children, livestock and I. Further along that line of concern is that the noise could become so great that it would cause damage to my home over the years.

A second concern of mine is the amount of traffic on the country roads that this expansion will cause. We moved to the outer edges of town to avoid traffic and enjoy the clean country air. Not only will the noise and pollution of the cars ruin that peaceful atmosphere, but the amount of traffic will greatly increase on roads that are not design to handle it. County Line rd (Boone-Hamilton) is on a major biking path, this traffic will only create further congestion and ruin that path for many people.

A third concern is the amount of pollution the larger planes and jets are creating in the air. The pollution from the emissions of the jets, to the fueling of them, to the pollution caused by the transportation of people, and goods to/from the airport is not something I or fellow neighbors want to be breathing and putting into our crops. That pollution is being directly imported into the crops and livestock in the area. I don't know about you, but I prefer my food to be pollutant free.

The last concern that I am presenting in this letter, but far from the last concern I have about this project, is the financial cost this will have on me directly in the value of my home, unforeseen costs of repairs due to vibrations, etc. The new project runway is literally hundreds of feet from my home. This will leave my house in the main flight path to line up for the runway. We moved here know that there was a nice sized airport called the Indianapolis Executive Airport in which we were excited to be able to watch the planes take off and land, but we did not want to move only miles away from a major airport that is trying to become the next Indianapolis International Airport.

Please take my concerns deeply into consideration and keep the Indianapolis Executive Airport the way we like it now.

Sincerely,



Brandon and Christina Sorgen

KRIEG · DEVAULT
ATTORNEYS AT LAW

July 30, 2008

Frank A. Hoffman
Direct Dial: (317) 238-6240
E-mail: hoffman@kdlegal.com

RECEIVED

JUL 31 2008

HAMILTON COUNTY AUDITOR

Mr. Don Silvey
President
Hamilton County Airport Authority
33 North Ninth Street, Suite L21
Noblesville, IN 46060


Re: Opposition to Any Expansion
Master Plan Proposal

Dear Mr. Silvey:

I am writing as a resident of Eagle Township on my own behalf in opposition to any expansion of the Indy Executive Airport ("IEA"). Any expansion of the IEA is inconsistent and incompatible with the residential development progressing north along to U.S. 421 and the Hamilton County line. The residential development south of the IEA was properly zoned prior to the IEA obtaining its recent airport use zoning. Effectively, the residential use was and is here first.

Please include this letter as a part of the public record for the FAA Master Plan approval process.

Sincerely,



Frank A. Hoffman

811_10-1074308_1.DOC

12800 NORTH MERIDIAN STREET, SUITE 300 • CARMEL, INDIANA 46032

PHONE 317.566.1110 FAX 317.616.3507 WWW.KRIEGDEVALT.COM

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Date: Sat, 2 Aug 2008 09:35:11 -0700 (PDT)

From: Zeller <zeller_family@yahoo.com>

To: tyqmasterplan@aerofinity.com

Subject: IEA Master Plan input

As a neighbor and a member of the public advisory committee for this master plan, I offer the following comments:

The current IEA operation is a very good one. Comments in the press have indicated that some feel the current operation is unsafe. I do not believe this is correct. The airport and the fixed base operator continue to do an excellent job of managing operations at this facility.

The Master Plan has been prepared on the basis of unconstrained demand. It is my opinion that the stakeholders (neighbors, taxpayers, elected officials) have not had the opportunity to consider if this is what they wish for the future of IEA. The airport has an undeniable right to exist, but growth of the airport is something that should be a conscious and informed decision by all impacted parties, particularly since this airport is owned by the public. I believe the master plan should reflect the desired future state of the airport, not a maximum build-out based on unconstrained demand.

The Hamilton County Airport Authority, sponsor of this airport, conducts its monthly meetings in Noblesville, 13 miles from the airport. This location is a significant barrier to developing more informed and involved public input. As the master plan is finalized and for the future, I recommend at least one public meeting per quarter be held in the vicinity of the airport.

Thank you for the opportunity to offer these comments.

Mike Zeller
4321 W. 166th St
Westfield, IN 46074

Charles Maranto
691 South 1100 East
Zionsville, IN. 46077

To:
Indianapolis Executive Airport
Public Information Office
Re: Master Plan

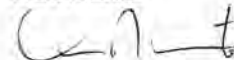
Thank you for laying out the long term Master Plan at the Airport for those of us that are directly impacted by future airport expansion. If the East-West runway is, indeed, built at some time in the not too distant future, and the current plan is implemented as drawn, the Airport Authority will be purchasing my property, and the property and farmland of several of my immediate neighbors. We all understand this, although our Master Plans are greatly impacted by the uncertainty of the timeline of such expansion. Immediately, with the rollout of this long-term Master Plan, we feel that the marketability of our properties are significantly reduced. That being said, it is our assumption that The Airport Authority has the responsibility to:

1. Advise us on a regular basis of any changes to the Master Plan as it moves forward
2. Supply all information as the expansion materializes and hard dates are determined.
3. Share FAA information and possible funding with us as it becomes available
4. Accept current Market values (2008) as the baseline when the Authority acts to acquire our properties. We assume that any negative impact that the current Master Plan may have on future values of surrounding properties will be the responsibility of the Airport Authority.
5. That adequate time is allocated for the relocation process. It must be assumed that new home construction is at least 1 year out, and land acquisition is a time consuming process.

I have contacted the Boone County Offices to determine who the sitting non-voting member of the Board will be. As our representative, we will be requiring a similar set of demands on him (her) as this process moves forward. I believe that it is appropriate that the Airport Authority convene a meeting with the following locals in attendance: Kelly Bailey, David West, Harry Boffo, and Charles Maranto. I am confident that The Authority will be sensitive to the fact that we, also, have Master Plans, and our Master Plans are self financed.

Thank you

Charles Maranto



Date: Thu, 07 Aug 2008 11:34:52 -0400
From: Fritz Breisch <fritzmd@earthlink.net>
To: <tyqmasterplan@aerofinity.com>
Subject: Impact of growth
Dear Master Plan committee:

I am a resident of Austin Oaks which is a large subdivision south of the Indianapolis Executive Airport. I am also a parent of a student at Union Elementary which lies very close to the end of the airport runway.

Zionsville and the area near the airport has been growing significantly in the past 10 years. I am concerned that increased traffic at the airport will negatively impact our quality of life due to noise and safety concerns and I'm very concerned about the safety of our children and educators at Union Elementary.

I do not want the airport to extend the runway as it will be too close to the school. I read several years ago a study Zionsville School's paid to determine the appropriateness of building the school so close to the runway. I believe if the runway is extended as currently proposed, the states of Florida and California have laws on their books preventing a public building, like a school, to build that close to the runway due to noise and safety concerns. Unfortunately, Indiana does not have laws dictating what can be built near the end of an airport runway. But we do have common sense! And common sense would tell you that the extension and growth plans of the airport in this fast growing residential community just doesn't make sense.

I have gone on record and have been quoted at a school board meeting to not approve of the building of Union Elementary near the airport location. At the time construction was planned, the location was the most cost effective place in Union township to provide utilities to a new school.

This is a residential community and a very valuable asset to the larger Indianapolis community. Please do not negatively impact it by expanding services to this airport. Build further north where the economic benefit of jobs and industry outweigh the negative impact on residential communities.

Thank you,

Marjie Breisch
4539 Winterspring Crescent
Zionsville, IN 46077
873-3379

----- End of Forwarded Message

Date: Thu, 7 Aug 2008 21:20:21 EDT
From: TChope2891@aol.com
To: tyqmasterplan@aerofinity.com
Subject: Indianapolis Executive Airport

To: Maria Muia, PhD.
Aerofinity, Inc.
51 S. New Jersey St., Suite 219
Indianapolis IN 46204

Subject: Proposed Master Plan for Indianapolis Executive Airport

[UTF-8?]

We donâ€™t know who you are nor do we know how Aerofinity, Inc. fits into this situation; however we were requested by Indianapolis Executive Airport to send to you our thoughts and feelings concerning the Indianapolis Executive Airport and the proposed changes and expansion.

[UTF-8?]

We donâ€™t know, nor were we told who you represent. We would like to know: do you represent Indianapolis Executive Airport, the Hamilton County Airport Authority, Montgomery Aviation, the FAA, or some other authority or entity.

In short what is your involvement in this proposed Master Plan and what do you expect to gain or lose with its acceptance or rejection. Who is paying for your services?

We would appreciate an answer.

Here are our thoughts and feelings:

When we moved to Zionsville 18 years ago, Terry Airport existed as a nice rural airport catering to private aviation with small, mostly single engine planes and a fairly active glider club. We knew they were here when we bought our home.

The gliders, which were entertaining to watch, and the nice, rural airport catering to private aviation are both gone. This is all much to our chagrin and dismay.

Taken the place of this is an aggressive, expanding, noisy and uncaring airport not even owned by our Boone County. We can safely say that neither us nor [UTF-8?]our neighbors are happy about this and itâ€™s impact on our rural, country style of life which we value, as well as the impact all of this is having and will continue to have on our property values.

We also believe the airport has been given special consideration whenever public services were needed and/or wanted by the operator or owners.

We were led to believe that, when the airport was purchased by Hamilton County, runway extensions were not going to be allowed and that construction of any type of cross runway was not going to happen. If we remember correctly, these two restrictions were promised to the Boone County Commissioners when they approved the purchase.

It now appears that neither of these commitments is to be honored and that plans for the construction and extension of runways is in the 20 year proposal for the expansion of the airport along with new structural facilities.

Something is very wrong here, and either the commitments were not made, or our elected authorities did not tell us the whole truth.

We would like to express our opposition to the plans that the Hamilton County Airport Authority presented to the public on July 31, 2008.

We would request two things:

1. That the Hamilton County Airport Authority would hold their scheduled periodic meetings at the Indianapolis Executive Airport so that those of us who live near the airport in Boone County could easily attend. My understanding is that they are normally held in Fishers IN and are not announced in Boone County newspapers;
2. A series of formal public meetings be held prior to review by the FAA of the proposed plan so that the people who live and work near the airport could provide their input and feelings.

Shelagh & Thomas F. Chope
11050 E. 200 South
Zionsville IN 46077
317-873-2441

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Date: Fri, 8 Aug 2008 16:46:19 -0400
From: "Rick & Elizabeth Lyndon" <relyndon@tds.net>
Reply-to: "Rick & Elizabeth Lyndon" <relyndon@tds.net>
To: <tyqmasterplan@aerofinity.com>
Subject: IEA master plan comments
To Whom It May Concern:

I am writing to express my dissatisfaction and concerns with the preliminary plans that have been released by the Hamilton County Airport Authority and the process in general.

As a resident of Boone County, it concerns me that I do not have any elected representation in the process. Since elected officials in Hamilton country appoint the board members and the Boone county representative is a non-voting member, there is no recourse available to the citizens of Boone County who disagree with the actions/plans of the Hamilton County Airport Authority.

As a close neighbor to the airport, I carefully considered the air traffic patterns and noise effects of those patterns before deciding to purchase my home. The plans have 2 major parts; increasing the length of the 18/36 runway and the new 07/25 crosswind runway. Increasing the length of the primary 18/36 runway, while adding additional noise through increased usage will not change the traffic/noise patterns and can also be accomplished with existing airport land. The new crosswind (07/25) runway however will drastically change the current traffic/noise patterns. The new runway's 07 end would be approximately 900 feet from my home compared to the ~2500 feet separation we currently have to the side of the 18/36 runway. I understand the plans are to use the new 07/25 runway only for light recreational planes and only when a crosswind is present. Since the prevailing winds around here are from the west, the 07 runway would be the primary runway for the smaller aircraft quite often. These smaller aircraft are able to operate with the current runway configuration and if safety is the concern then there are several alternative airports with east/west oriented runways that could be used if conditions unexpectedly became dangerous.

Within 24 miles of Indianapolis Executive airport you have the following alternate fields:

Airport	Runways	length
Sheridan (514)	05/23	3700'
Eagle Creek (EYE)	03/21	4200'
Frankfort (FKR)	09/27, 4/22	5000'
Mt. Comfort (MQJ)	07/25, 34/16	5500'
Indianapolis Met.(UMP)	15/33	3800'
Post Air (7L8)	10/28	3700'
Extending to 40 Miles adds these additional fields;		

Airport	Runways	length
Alexandria (199)	09/27	2600'
Kokomo (OKK)	05/23, 14/32	5200'
Crawfordsville (CFJ)	04/22	4900'
Anderson (AID)	12/30, 18/36	4500'
Greenwood (HFY)	01/19	4900'

Finally, I'd like to comment on the nature (which I consider reckless) in which the Hamilton County Airport Authority have presented these plans. They state the new crosswind runway might be built in 5 years, 20 years, or never. The thing that has not been considered is that the publishing of these plans have already caused damage to me and my property values. How am I supposed to be able to sell my home for a fair value with this "possible" new runway hanging over my head? Who is going to pay for the losses I have already incurred and for any future losses that might occur if this proposal goes forward? The entire process has been heavy handed and underrepresented.

Overall I see the development of the crosswind runway as unnecessary and unprofitable. The primary use is for recreational type aircraft, which will not provide any significant economic or other benefits to the community and will change the character and beauty of rural Boone County.

Richard A. Lyndon
702 S 1200 E
Zionsville, IN 46077
(317) 769-2023

Date: Mon, 11 Aug 2008 11:49:02 -0400
From: John Ulmer <remju@tds.net>
To: tyqmasterplan@aerofinity.com
CC: Dan Montgomery <dan@montgomeryaviation.net>
Subject: Indianapolis Executive Airport
Here are a couple of comments, more regarding the presentation than the plan.

From a lay citizens point of view, who is not familiar with the FAA and how much tape of various colors they have, it should be stressed to the public that this is a 20 year plan, and that when approved if you decide to do something 3 years from now that isn't on the plan you have a problem. If the previous sentence is true, then the other thing that should be stressed to the public is that the final plan also is dependent that you have all the money possible and maybe a little more.

When you just walk up to this and look at it, the addition of 15 corporate hangers and another 10 "T" hangers is sort of overwhelming. The perception is more planes in the air than flies at a picnic.

The crosswind runway is obviously controversial. While designing it to fit the area and match the most efficient wind direction is important, there are some folks in the area that think that as part of the condition of sale of the airport, it was agreed that a crosswind runway would not be built. I don't know if that is true or how legally binding that is but that may become more a public issue than an engineering issue. It would be good to have an explanation of that.

Finally, someone in the group I was in, asked how many crashes there have been at the airport? The presenter didn't know. As "crashes" are generally sensational in the public view it would be good to be up front with the info. It could be plus to validate the need for the crosswind runway and runway extension of the main runway from a safety point.

Anyhow, very thorough presentation. Growth is going to come and it is good that it is well considered and planned.

--
John Ulmer
(317) 769-3500

Date: Mon, 18 Aug 2008 09:03:32 -0400
From: Mike Bacon <mmbacon@createc.com>
To: "TYQMasterplan@Aerofinity.com" <TYQMasterplan@Aerofinity.com>
CC: "Carl@Montgomeryaviation.net" <Carl@Montgomeryaviation.net>
Subject: Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Michael Bacon

14253 Trailwind Ct.

Carmel, IN 46032

317-815-6645

Date: Sun, 17 Aug 2008 19:47:45 -0700
From: "Joe Newkirk" <info@freedomhelicopters.com>
Reply-to: "Joe Newkirk" <joe@freedomhelicopters.com>
To: TYQMasterplan@Aerofinity.com
Subject: Re: Approval of Master Plan for IndianapolisExecutiveAirport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & EagleTownship in BooneCounty generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Joseph Newkirk
6625 Sunny Ln
Indianapolis, IN 46220
317-432-4525

Date: Sun, 17 Aug 2008 20:06:10 -0400
From: "John Ruthroff" <ruthroff@sbcglobal.net>
To: <TYQMasterplan@Aerofinity.com>
CC: "Carl WINKLER" <wink2253@msn.com>
Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Date: Sat, 16 Aug 2008 12:32:30 EDT
From: EllyDeLong@aol.com
To: TYQMasterplan@aerofinity.com
Subject: Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in [UTF-8?]existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely
Elly DeLong
1354 Bentley Way
Carmel, IN 46032

Looking for a car that's sporty, fun and fits in your budget? [Read reviews on AOL Autos.](#)

Date: Sat, 16 Aug 2008 07:41:56 EDT
From: Pop6756@aol.com
To: TYQMasterplan@aerofinity.com
CC: Carl@Montgomeryaviation.net
Subject: (no subject)
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

[UTF-8?]
The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Jeffrey C Chapman
10141 N. ST. RD. 267
Brownsburg, In.

Looking for a car that's sporty, fun and fits in your budget? [Read reviews on AOL Autos.](#)

Date: Sat, 16 Aug 2008 10:39:00 +0000
From: br62793@comcast.net
To: INDPLTERRY@msn.com (Carl Winkler), TYQMasterplan@aerofinity.com
CC: INDPLTERRY@msn.com (Carl Winkler)
Subject: N/A
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Bradley T. Ryan
9606 Cypress Way
Carmel, IN 46032

Date: Fri, 15 Aug 2008 16:16:15 -0500
From: "Pat Gaston" <indplterrypg@msn.com>
To: <TYQMasterplan@Aerofinity.com>
CC: "Carl WINKLER" <INDPLTERRY@msn.com>
Subject: Executive Airport Master Plan Comments

Get more from the Web. FREE MSN Explorer download : <http://explorer.msn.com>

Attachment 2: Airport Master Plan comments.doc (34KB) [WebDisk](#)⁰⁻¹ a

Type: application/msword
Encoding: base64 [Download](#)

Dear Aerofinity,

I have a Cessna 310 and have been based at TYQ since 1978. I want to give my support the proposed Master Plan for Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport. There is no reason however that the two cannot co-exist. Indy Executive airport has grown over the years, as all of northern Indianapolis has grown. Indy Exec has responded to the growth, it is not the cause of it. As such, it is a valuable economic asset to the area.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport. In fact, this use is more compatible with the airport than residential development, both from an economic and political standpoint.

The airport is an economic asset to Union & Eagle Township in Boone County, generating needed tax base from the Light Industrial and General Business uses being developed around the airport. This type of development will bring in much more tax revenue than agricultural or residential uses.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County. It creates jobs on the airport itself as well as providing convenient transportation facilities for businesses that may wish to locate in the community.

If we want to attract more businesses to the communities, we must make the airport as conducive to their transportation needs. The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Pat Gaston

Date: Fri, 15 Aug 2008 15:31:36 -0400
From: "Beck, Sonny" <sonny@beckshybrids.com>
To: <TYQMasterplan@Aerofinity.com>
Subject: Approval of Master Plan for Indianapolis Executive Airport
Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Sonny Beck
President
Beck's Superior Hybrids, Inc.
6767 East 276th Street
Atlanta, IN 46031
Ph: 317-984-3508

Date: Fri, 15 Aug 2008 14:26:32 -0400
From: Carl Winkler <indplterry@msn.com>
Reply-to: <Carl@montgomeryaviation.net>
To: <tyqmasterplan@aerofinity.com>
CC: Don Silvey <silvey44@aol.com>
Subject: Approval of TYQ Master Plan
 Dear Dr Muia,

I was born in Boone County and spent my entire life near the Indpls Exec Airport. I've owned and operated a number of aircraft over the last 35 years.

My first aircraft was based at TYQ in 1978. The airport was some 20 years old then.

The Zionsville School Corporation is opposed to the Master Plan since they have built a elementary school South of the runway within the noise sensitive area.

In late 2005 and early 2006 Jack Vandeventer and I prepared a lengthy report explaining the airports recent growth. (Attachement 94 pages)

This report included several conference calls with Gary Regan, Great lakes Region FAA director, Review of the HNTB 2004 report and detailed information that TYQ traffic was nearly 10 to 15 years ahead of projected FAA traffic.

The report was sent to:

Jon Cravens
 Chuck Curtis
 Mark Englert
 Jim Kruowicz

The above are currently still with the Z'ville School Corp ast Trustees

Robert Wingerter is not now with the School Corp.

The report resulted in a meeting with the Z'ville School an effort was made to suggest there was a more compatible site for the school on State Road 421 before construction was begun. It was further suggested the Z'ville existing site could be sold for a substantial profit and exchanged for the 421 site.

The Z'ville School Corp relied on their HNTB study dated 2004 which stated the site was compatible even considering a 7000' runway provided the building was built for additional sound proofing of 25 dBC. (See pg 75-7 attached) Z'ville considered the airport to be compatible to the schools operation at this time in early 2006. Their decision was covered by the Indpls Star, several local papers and several television stations. (These are included in the 94 page attachment.)

Please express, that great care was taken to advise the Z'ville School Corp about the direction of the airport prior to their investment in the Union School site, to the FAA. Gary Regan, now retired, spent considerable time guiding our effort. I approve of this Master Plan and sympathize with the Z'ville School Corp, but they made an informed decision.

Sincerely,

Carl J Winkler VP, Business Manager
 Montgomery Aviation Inc.

Attachment 2: Union School Info on Indpls Exe Airport.pdf (4.7MB) [WebDisk0-1 a](#)

Type: application/pdf
 Encoding: base64

[Download](#)

Current Flight Operations Indianapolis Executive Airport January 28, 2006

Zionsville Community School Corporation
 900 Mulberry Street
 Zionsville IN 46077

Dear Mr. Bostwick,

Thank you for the opportunity to exchange information. You mentioned you were unaware there were concerns about the Union Elementary site. There was a formal letter from the Airport board President last September to the Zionsville School Corporation (ZSC) which is included in this information. Our intent is not to interrupt your construction plans, but to suggest a better location. If you continue with the present site we want you to be aware that there will be significant air traffic at seemly very low altitudes. This traffic is likely to increase well beyond any level imagined in the past before the school even opens. This problem can be solved with the alternate location.

Jack Vandeventer has spent some week days at the airport recently and realized the traffic at the airport was far greater than he ever imagined. He was sincerely concerned that the ZSC may not understand the increasing traffic at Indianapolis Executive Airport. We had breakfast with Tom Kapostacy the board President and Andrea Montgomery the VP Treasurer of the FBO to discuss this issue. We decided then to compile some information to inform the ZSC about increasing traffic at the airport. We gathered information on the airport that explains the growth. Most of this information is in the public domain. However, we did discuss the school with the FAA Chicago Regional Office and they were kind enough to email us some information. They stated, "The school location underneath the flight path was not desirable unless there were no other options." I think it is more accurate to say that school location is completely out of the FAA jurisdiction and as such FAA could not disapprove of it. You are under the opinion that the FAA approves the location which is not correct.

It appears that the ZSC may have been blindly committed to Dr. Hull's promotion of the CR300 location to the exclusion of any other possibilities. We invited Mike Baker a pilot and realtor to explore other possible sites. Mike found a property owned by someone friendly to ZSC willing to trade property.

Some believe that if it's ok to build homes south of the airport than it is also ok to build the school. There is a separate and distinct difference with the school. The homeowner who builds south of the airport will make this choice personally, where as the parents of the children who will attend school there did not have the chance to make this a personal choice. The choice was made for them by ZSC years ago without considering the future.

Lastly, the Union Elementary School will not likely effect the operation of the airport, but the airports operation will effect the educational environment of your school for many years to come. The parents of the children who attend there will question why the school was built there every day.

The jet traffic averages 2 operations / hour and occasionally has 5 operations / hour in between 6 AM and 6 PM. The parents who drop their children off at school on the first day the school opens will see 3 or 4 jets fly over the school at 300' above the school. We're concerned this will be very disruptive in your classrooms and a concern to your parents. In 2007 or 2008 when the school opens the traffic will be even greater.

In closing we had intended to provide only information regarding the airport traffic and found a viable alternate site. Maybe the real question is has the ZSC looked for an alternate or have you been only blindly following Dr. Hull? We suspect ZSC has spent a lot of effort to support the past decision rather than consider the flight data and alternate locations.

Sincerely
 Carl Winkler
 Jack Vandeventer

This information was compiled from public information obtained from the Hamilton County Board of Aviation, FAA, AAI, Montgomery Aviation, Zionsville Times Sentinel and Flightaware.com. Information from personal interviews with Raman Van Sickle, the former owner of the Indianapolis Terry Airport and Gary Regan, FAA Chicago Regional Office are included. The information is believed to be reasonably accurate, but is not guaranteed to be so.

Jack Vandeventer may be reached at Kentor International; 130 Camden Court; Zionsville, IN 46077 317-370-7410
 Carl Winkler may be reached at Indianapolis Executive Airport; 11529 East State Road 32; Zionsville, IN 46077 317-769-4487

New Union Elementary School Location Options

January 28, 2006

Overview of the Problem

Indianapolis Terry Airport (just off SR 32, east of US421) is not the same sleepy place it was about 10 years ago when the Zionsville School Corporation (ZSC) bought 68 acres just 4000 feet south of the airport. In fact it's not even Indianapolis Terry, it's now called Indianapolis Executive Airport, it's an executive paced business, serving jet aircraft, zoned as an airport, and now owned by Hamilton County.

Our intent is not to say you can't build the school south of the airport, in fact if it is built the airport will do it's best to be a good neighbor and help grow the tax base by growing business.

The intent is to point out the significant difference in the airport today in 2006 and forecast for 2010 compared to 1999 when the decision was made to build the school at the CR 300 (146th Street) location.

Our desire is to have the community be happy with the new school and the airport. We want the community to enjoy the new school for years to come. However, we know the community will be unhappy with the school location because of the flights. They will be unhappy because the ZSC built the school under the flight path. The airport will continue to grow and have more traffic in the future.

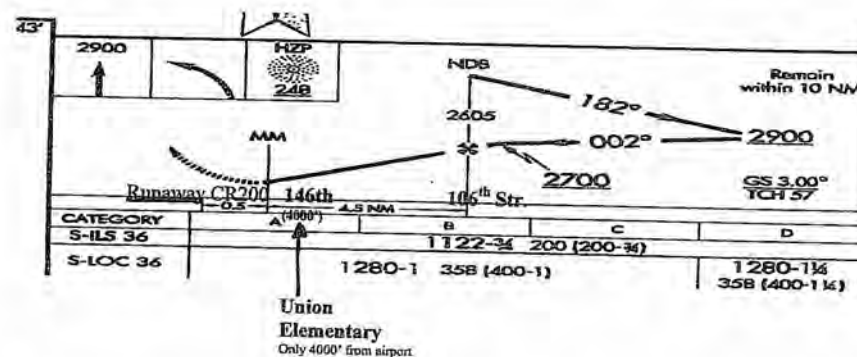
With this future situation in mind we have compiled some information that compares the change in the airport for you to consider. Furthermore we have obtained an alternate site for consideration that even has advantages over the present site without the flight path issues.

Why read further you ask?

The purpose of this information is to alert the Mothers and Fathers of the children who will attend the new Union Township Elementary school that a very busy airport is just up the road. This school is proposed to be built directly under the flight path for precision instrument approach to the main runway at Indianapolis Executive. "Under the flight path" means that this new grade school will be 4000 feet from the current airport boundary and have less than 300 feet separating the roof of the proposed school from the bottom of business jets as the jets make the final landing preparations for Indianapolis Executive Airport at 120 mph. The vertical profile of this approach is illustrated below.

New Union Elementary School Location Options

January 28, 2006



The above profile is not to exact scale. The elevations are ASL (above sea level), the runway is 922' ASL, the descent to the runway begins at 106th street from 2605' ASL (1700' above ground), this is 4.5 nautical miles from the airport and continues to 1122' ASL (200' above ground) at CR 200. The aircraft are at 300' AGL crossing CR300 (146th Street). The elementary school is directly underneath only 300' below. These are normal altitudes for arriving flights that have been in use for more than 20 years.

Ten years ago this was a sleepy little airport and there were few reasons or public information to suggest otherwise.

Now compared to 1999:

	1999	2006	2010
Jets landing at Indianapolis Exec (#/day)	1/ week	15-20/ day	50 or more
Economic impact (business \$/yr)	\$2.6 million	\$32.9 million	\$100 million
AAI bi annual Economic Impact		2003 \$60 million	05
Aircraft based at airport	30	91	200
Business jets based at airport	0	15	40
Hangar size for business jets (sq ft)	0	56,000	100,000
See attached terminal expansion			
Flight instructors	2	8	15
Businesses based at airport	1	10	20
Students taking lessons to learn to fly	5	50	100
High speed jet operations (daily 6 AM to 6 PM)	2	15-20	50 or more
Passengers served (daily 6 AM to 6 PM)	5	50-60	100 to 200
Speed of planes flying into Executive (mph)	90	125	150
Runway length allowed in master plan	5500'	5500'	7000'
	(6200' w/ overrun)	(6200' w/ overrun)	

New Union Elementary School Location Options

January 28, 2006

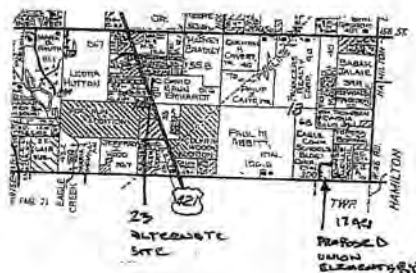
In 1999 when the land for the current school location was purchased, the school could not foresee the growth that has come to Indianapolis Executive. This is a major economic impact business now and a focus of the Boone County, Hamilton County, and northern Marion County. Many major corporations use this as the primary access to their businesses. Indianapolis Executive has also been named as a Federal Reliever Airport by the FAA. The investment in the Indianapolis Executive Airport is approximately \$9.4 million through 2006 and an additional \$5.5 million is planned through 2011 (Indianapolis Executive Airport Status Report to Boone County Commissioners 8-8-05). You can see from the information above and the planned investment in the airport that traffic is only going to increase substantially and become a greater school concern.

There were no other locations for this Union Township replacement school since the land was purchased. Now there is a viable alternative that takes the school out of the flight path. This location is directly off SR421 and can come to the Eagle School Corporation for almost no additional dollars.

- The owner of this 421 property is willing to exchange 23 acres for the ZSC 17 acres on CR300.
- 421 is possibly a better road for a school to be located on.
- Water and Gas utilities are already on the property and sewage is very close.
- The 23 acres is in Union Township.

Here is a map that shows the current planned school location the airport property is 4000' north directly underneath the flight path.

The alternate site is 2 miles west of the airport completely outside the flight path.



This airport has been here since 1957 and has grown every year. The airport growth has accelerated from 1999 when the ZSC conducted their original study by Fanning Howey Engineers 8-5-1999. Fanning Howey consulted with Gary Regan of the FAA Chicago District Office in 1999. At that time Mr. Regan felt with proper sound proofing the school might consider this CR300 site. Today Mr. Regan reported "A school under an airport approach is not desirable if there were alternate locations available within reason." (January 19, 2006 2:55PM)

You can not complain about things that you can change. It's in the best interests of everyone to reconsider the new school location. This alternate site is available now. We want the community, the parents, and the children to be happy with their new school. However, hundreds of aircraft will disrupt classes the first week the school opens at the CR300 site we doubt that the parents, the children and the community know this.

New Union Elementary School Location Options

January 28, 2006

Contents

1. Indianapolis Executive Airport Status Report
Presented to the Boone County Commissioners July 2005
2. FAA Investments
3. Indianapolis Executive Airport
Annual Report July 2005.
4. Indianapolis Executive Airport Capital Assets
5. Powers of the Board (Hamilton County Aviation Board)
"Boards of Aviation Commissioners Relevant Excerpts of Indiana Code"
6. Letter to Mark Englert ZCS 9-13-2005
Zionsville Times Sentinel "Aviation Board opposes Union Elementary"
7. Montgomery Aviation, Inc. growth.
Economic Impact Growth of Indianapolis Executive Airport
8. Indianapolis Executive Airport noise sensitive area and overlay map.
9. Indianapolis Executive Airport – Activity Measures
10. Potential Compatible Land Uses Near an Airport
11. Fanning Howey Engineers 8-5-1999
12. FAA January 19th 2006 Comment on the School Site
13. ZSC Land Transaction
14. Proposal for the Alternate Site
15. Miscellaneous

Most of the information contained herein was obtained from the public domain, personal interviews, and interested parties. It was assembled and provided to the ZSC to make sure that there is no misunderstanding about the Indianapolis Executive Airports future activity. There are alternatives for the ZSC to consider other than to continue with the present site.

New Union Elementary School Location

Jon Cravens
1455 S 900 E
Zionsville, IN 46077-9702

Sunday, January 29, 2006

Re: Proposed Union Elementary School at CR 300

Dear Jon,

Please review the enclosed information. You might start with Tab 6 which is a copy of the Hamilton County Aviation Board Presidents letter to the Zionsville School Corporation regarding the school site.

Then consider that at the present time on a slow day a jet will fly over the proposed school site about every 30 minutes at a very low altitude of 300'. At present on a busy day a jet will fly over every 10 or 15 minutes.

Contained in the enclosed information is a collection of recent documents that supports the Board Presidents concern.

We want you to be happy with your school for years to come. The proposed school will not effect the airport operation, but we fear the operation of your school may be effected by the airport. Traffic at the airport will only increase. You need to consider this carefully because you do have alternatives available to avoid this future problem.

Sincerely

Carl Winkler
Jack Vandeventer

New Union Elementary School Location

Chuck Curtis
7000 Hull Road
Zionsville, IN 46077-9361

Sunday, January 29, 2006

Re: Proposed Union Elementary School at CR 300

Dear Chuck,

Please review the enclosed information. You might start with Tab 6 which is a copy of the Hamilton County Aviation Board Presidents letter to the Zionsville School Corporation regarding the school site.

Then consider that at the present time on a slow day a jet will fly over the proposed school site about every 30 minutes at a very low altitude of 300'. At present on a busy day a jet will fly over every 10 or 15 minutes.

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Sincerely

Carl Winkler
Jack Vandeventer

New Union Elementary School Location

Mark Englert
9980 Hickory Ridge Drive
Zionsville, IN 46077-9422

Sunday, January 29, 2006

Re: Proposed Union Elementary School at CR 300

Dear Mark,

Please review the enclosed information. You might start with Tab 6 which is a copy of the Hamilton County Aviation Board Presidents letter to the Zionsville School Corporation regarding the school site.

Then consider that at the present time on a slow day a jet will fly over the proposed school site about every 30 minutes at a very low altitude of 300'. At present on a busy day a jet will fly over every 10 or 15 minutes.

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Sincerely

Carl Winkler
Jack Vandeventer

New Union Elementary School Location

Jim Krupowicz
9851 Oak Ridge Drive
Zionsville, IN 46077-9413

Sunday, January 29, 2006

Re: Proposed Union Elementary School at CR 300

Dear Jim,

Please review the enclosed information. You might start with Tab 6 which is a copy of the Hamilton County Aviation Board Presidents letter to the Zionsville School Corporation regarding the school site.

Then consider that at the present time on a slow day a jet will fly over the proposed school site about every 30 minutes at a very low altitude of 300'. At present on a busy day a jet will fly over every 10 or 15 minutes.

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Sincerely

Carl Winkler
Jack Vandeventer

New Union Elementary School Location

Robert Wingerter
9902 E. 200 S.
Zionsville, IN 46077-9702

Sunday, January 29, 2006

Re: Proposed Union Elementary School at CR 300

Dear Robert,

Please review the enclosed information. You might start with Tab 6 which is a copy of the Hamilton County Aviation Board Presidents letter to the Zionsville School Corporation regarding the school site.

Then consider that at the present time on a slow day a jet will fly over the proposed school site about every 30 minutes at a very low altitude of 300'. At present on a busy day a jet will fly over every 10 or 15 minutes.

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Sincerely

Carl Winkler
Jack Vandeventer

1	Indianapolis Executive Airport Status Report to Boone County Commissioners
	FAA Investments
3	Indianapolis Executive Airport Annual Report July 2005
4	Indianapolis Executive Airport Capital Assets
5	Powers of the Board (Hamilton County Aviation Board) "Relevant Excerpts of Indiana Code"
6	Letter to Mark Englert ZSC 9-13-2005 Zionsville Times
7	Montgomery Aviation Growth & Economic Impact Growth
8	Indianapolis Executive Airport noise sensitive area and overfly map
9	Indianapolis Executive Airport - Activity Measures
10	Potential Compatible Land Uses Near an Airport
11	Fanning Howey Engineers 8-15-1999
12	FAA January 19 th 2006 Comment on the School Site.
13	ZSC Land Transactions Estimated \$3.9 million profit.
14	Proposal for Alternate Site for School
15	Miscellaneous

Indianapolis Executive Airport Status Report

Presented to:

Boone County Commissioners

August 8, 2005

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- 3 Annual Report Highlights
- 4 Boone County Impact
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1 Introductions

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Jon Ogle	Aviation Board	773-3216
Tim Tolson	Aviation Board	844-7841
Don Silvey	Aviation Board	846-0502
Kim Rauch	Secretary	776-8462
Mike Howard	Legal Counsel	773-4212

Brad Beaver	Council Liaison
Rick McKinney	Council Liaison

Dan Montgomery	Airport Manager
Andrea Montgomery	Montgomery Aviation, FBO
Larry Creakbaum	Engineer

2 Mission Statement and Goals

Mission Serve central Indiana citizens
Air transportation and economic development
Develop and promote aviation facilities and services

Goals **Overarching: Meet Community Needs**

1. Aviation services and economic development

Infrastructure: like a bridge, or a road to everywhere.
Long-term economic development: many avenues.

2. Good Neighbor

Only exist to meet community needs
Competing priorities and interests considered
Gateway to Boone County and Hamilton County
Overall best combined land use compatible with property rights
Safety, security, environment matter
Municipal airports serve local, state (INDOT) and federal (FAA) interests
Airplanes make noise and fly 24/7. Air traffic grows through time.
Indy Exec Airport is part of the state and national transportation system.

3. Effective Operations

Airport quality should reflect Boone County and Hamilton County
standards of excellence and innovation.

3 Annual Report Highlights

2nd year Hamilton County, 40 years for Van Sickles
Needs analysis study indicated strong aviation demand north of Indianapolis
Explored and rejected new airport, major airport expansion paths
Indianapolis Executive name specifically selected to attract corporate development traffic
Voluntary concessions to encourage zoning approval
Purposely encouraging general aviation and jet traffic

7 Received more than \$500,000 from FAA for projects: land acquisition, obstruction removal.

8 \$2.8M local financing: half for purchase reimbursement, half for capital projects.
Site preparation focus: buffer land, terminal area apron, taxiways, obstruction removal

10 \$2.0M soft FAA commitment for 2005-2006 to finish main runway support infrastructure
Runway safety area grading and glide slope preparation - fine tune instrument landing
Parallel taxiway completion - avoid back taxiing

12 Fuel Sales:	250,000 gallons in 2003 to est. 750,000 in 2005. (\$85,000 2004)
13 Based aircraft:	Increased from 60 to 90. Planning for 150 in 2006-2007.
14 Economic Impact:	\$33M in 2003, \$41M in 2004; from 13th to 10th largest in Indiana

17 2006 Operating Budget at \$220,000 funds \$90,000 of capital and maintenance investment.

19 Electrical and electronics system maintenance up to date

Remote Communications Outlet (RCO) scheduled for direct link to Indy control tower.
Wide Area Augmentation System (WAAS) uses refined GPS signals to allow
precision landings. FAA will develop Indy Exec approaches in system in 2006.

20 Airport re-certified by INDOT and FAA.

21 Security procedures reviewed and revised.

24 Security investments. Lights, cameras, \$800,000 worth of fencing. Each project will help.

25 Manager's home, T hangar renovation, hangar, 12 unit T hangar completed.

32 Additional 60 T hangars planned for construction in 2005-2006 (\$2.5M total T hangar investment).

38 Large corporate hangar, terminal building and overhang started in July (\$1.7M investment)

3 new corporate hangar land leases being negotiated in August. (\$750K investment)

Total Investments 2003-2007

Completed FAA Projects	\$ 500
Locally financed capital projects	1,400
Next FAA Projects	2,000
Small capital and maintenance projects	250
Small building construction	300
72 T hangars	2,500
Second corporate hangar and terminal	1,700
3 planned corporate hangars	750
	<u>\$ 9,400</u>

Capital Projects 2007-2011

1 Runway protection zone obstruction removal	\$ 200
2 Master plan study	250
3 Landing lights system (MALSR)	300
4 Terminal area fencing	125
5 Sewer system	100
6 Runway reconstruction/paving	1,100
7 Electronics replacement	300
8 Expand aircraft aprons	600
9 Instrument landing system replacement	550
10 Perimeter fencing and gates	675
11 Taxiway reconstruction	1,300
	<u>\$ 5,500</u>

Excludes any **land acquisition** or runway approach protection costs.
Excludes any future **facilities** construction by airport or tenants.
Excludes any future **taxiway/apron** infrastructure investment to develop other areas of the airport.
Excludes any **runway** extension or cross-wind runway development costs.
Excludes future **small capital** investment and capital maintenance costs (\$100/year).
Excludes any ground based **instrument landing system** for the southbound approach.
Excludes any major **utility** service extension or connection costs.

4 Boone County Impact

A. Local Pilots and Passengers

Local pilots and passengers benefit directly.
Direct access to customers, plants, offices and franchises.
Fractional jet ownership access to "point to point" travel is growing rapidly.
Value of time is increasing; time cost of hub and spoke travel from Indianapolis is increasing.
Access to on-demand, commuter type jet taxi service by 2015 for commercial and personal travel.
Airport is accessible to all Boone County residents via I-69 and Rt 32.
Border location shares environmental impact with Hamilton County.
General aviation airports reduce traffic and delays at Indianapolis International Airport.

B. Services and Visitors

Attractive and successful appearance of land and air gateway to Boone County.
Indianapolis executives become familiar with Boone County assets and communities.
Police and hospital services use the airport for critical situations.
Governor, senators and congressmen have same day access to Boone County.
Travel and tourism possibilities: golfing, Zionsville village, Solheim Cup, horse events.
Automated weather observing station feeds weather data to national system.
Utility easement granted for water company pipeline service extension.
Provides emergency landing capacity as shown in Sheridan this year.
Flight school available for beginning commercial pilot training.

C. Economic Development Opportunities

Ability to locate and maintain corporate headquarters and large regional facilities
25 inbound corporate jets daily - Lebanon, Zionsville, Anson
Boone County Economic Development
Anchors future Rt 32 commercial corridor from I-65 to I-69
Light industrial, research, technology or education park possibilities.
Captive marketing opportunities for civic and corporate decision-makers.
Appearance of success, perceived quality of life drive "edge city" growth.
Improves priority for state and federal highway funds for improvements to Rt 32.

D. Direct Financial Impact

\$40M total annual economic impact: Boone County annual impact \$5-\$15M
Montgomery Aviation employs 25 full-time staff, pay local taxes
One of new corporate hangars will employ 8 in aircraft parts business
Growing number of high value aircraft are subject to personal property taxes.
Attracting state and federal funds to local economy, especially after 100 based aircraft.
Construction contracts are open to Boone County bidders.
One-third of airport property leased for productive farming operation.
Sales and excise taxes are paid on fuel and aircraft transactions.

5 Common Interests

- 1 Airport Master Planning Study - 2006
Working with Westfield on their master plan
- 2 Police, fire, security protection in area - shared
- 3 Boone County marketing materials and signs for airport users, including web links
- 4 Union Township Fire Station on 1100 East Road airport property
- 5 Extension of sewers to area by Westfield or Clay Township Regional Waste District
- 6 Intersections and upgrade of Route 32, including end of runway treatment.
- 7 Boone and Hamilton County Welcome Center, Observation and Rest Area (INDOT multimodal)
- 8 State or federal park funding for areas north and south of the airport (Bear Creek, Finley Creek).
- 9 Political support for FAA grants through senators.
- 10 Civic associations, community leaders and neighbors use facilities, attend open houses.
- 11 Positive public relations - Montgomery Aviation PR, Hamilton County Marketing/PR strategy study

6 Airport Land Use

Typical Airport Land Use Objectives

- 1 Achieve the airport's goals through cost-efficient and effective operations.
- 2 Increase the value of nearby property through synergistic land use.
- 3 Ensure safety for pilots, passengers and neighbors (clear zone and tall structures).
- 4 Minimize noise sensitive uses in the noise sensitive zone.
- 5 Minimize political opposition through open communications and property transactions.
- 6 Minimize any property value decrease for nearby property owners.
- 7 Protect the airport's legal right to operate.

Four Situations Illustrate Need for Some Form of Airport Overlay Zone

By setting clear expectations today, property owners and potential purchasers will understand the county's expectations and be able to make property decisions with greater confidence. This should maximize property values while minimizing zoning and commissioner time, political influences on individual decisions and any reimbursement payments to property owners.

1 Abbitt Farms: post zoning approval options

Ask builder to display a large map in sales office with airport location and landing plan.
Recommend individual purchasers sign for their receipt of "noise sensitive" deed language.
Ask builder to meet highest standards of insulation, as is done near major airports.
Ask builder to offer options to meet highest standards for noise insulation.
Post "low flying aircraft" signs on CR 300 S, CR 200 S, County Line Rd and 1100 East Rd.
Ask builder to design entryway and 500 foot wide green space along runway centerline.
Ask builder and ZCS to locate elementary school on edge of property away from centerline.
Ask builder to pay for "fair share" of costs of extending all utilities to this area.
Ask builder to escrow "fair share" of costs for future CR 300 S traffic improvements.
Ask builder to provide an aviation easement to the airport.

2 Union Elementary School: post zoning approval options

Ask builder and ZCS to locate elementary school on edge of property away from centerline.
Ask builder to meet highest standards of insulation, as is done near major airports.
Ask builder to pay for "fair share" of costs of extending all utilities to this area.
Ask builder to escrow "fair share" of costs for future CR 300 S traffic improvements.
Ask builder to provide an aviation easement to the airport.
Ask builder to obtain PTO approval for site and aviation easement after experiencing fly over.
Ask builder to offer 17 acres for sale to airport, if able to find a suitable replacement site.

Options are only suggestions to explore; they are not offers, advice or commitments.

3 Ehman Property, North of Rt 32 in Clear Zone: options to consider

- 1 Purchase 115 acres for a county park, negotiate avigation easement with airport.
Or, ask Hamilton County to acquire %X of land for airport.
- 2 Pass ordinance to never approve noise sensitive uses in noise sensitive zones.
One nautical mile from airport property within 1,500 feet of runway centerline.
- 3 Pass local tall structures ordinance using 1/50 slope from end of existing or master plan runway/taxiway, placing maintenance responsibility on property owner.
- 4 Pass ordinance to require sale of avigation easement to airport for \$X per acre as condition for future rezoning within clear zone, noise sensitive zone or 2 x 1 mile area.
- 5 Require avigation easement as condition for any future zoning change from ag within one mile of airport boundaries extended.
- 6 Zone area southeast of Finley Creek, within 1,500 feet of Rt 32 as airport zoning, ag allowed.
- 7 Require seller to provide airport with 10 year purchase option at 125% of today's appraised value as a condition of any future zoning change.
- 8 Provide owner with property tax exemption trade for future development rights in area southeast of Finley Creek. Ask Hamilton County to pay the existing property taxes in perpetuity or lump sum of 15X.
- 9 Help airport negotiate option to purchase development rights southeast of Finley Creek for \$X,000 per acre.
- 10 Adopt Commercial Zone ordinance requiring 100 foot setback, limited entrances on Rt 32.
- 11 Offer limited property tax exemption to attract a compatible use.

4 Caito Property and Others, South of CR300S in Clear Zone for 7,000 Foot Runway: options

- 1 Purchase 1/2 mile south of CR 300 S for a county park, negotiate avigation easement with airport. Or, ask Hamilton County to acquire %X of land for airport.
- 2 Pass ordinance to never approve noise sensitive uses in noise sensitive zones.
One nautical mile from airport property within 1,500 feet of runway centerline.
- 3 Pass local tall structures ordinance using 1/50 slope from end of existing or master plan runway/taxiway, placing maintenance responsibility on property owner.
- 4 Pass ordinance to require sale of avigation easement to airport for \$X per acre as condition for future rezoning within clear zone, noise sensitive zone or 2 x 1 mile area.
- 5 Require avigation easement as condition for any future zoning change from ag within one mile of airport boundaries extended.
- 6 Zone 600 feet south of CR 300 S, 1,750 feet wide (24 acres) as airport zoning to protect the future clear zone. Ask airport for commitment to acquire land or development rights within 10 years and to provide transportation access easements.

Options are only suggestions to explore: they are not offers, advice or commitments.

Indianapolis Executive Airport

Major Government Capital Investments

<u>Number/Date</u>	<u>Project</u>	<u>FAA</u>
AIP-FA86-GL-810 September 19, 1986	Construct drainage system and storm detention reservoir, including grading of existing runway 18/36.	\$ 837,000
AIP-FA87-GL-949 August 5, 1987	Reconstruct runway 18/36, widen from 75' to 100', and groove; rehabilitate runway lighting; install runway ending identification lights, wind cone and beacon; and acquire land.	1,302,750
AIP-FA88-GL-1195 September 13, 1988	Construct aircraft apron, connecting taxiways, partial parallel taxiway, access road, security fencing and obstruction removal.	945,630
AIP-FA90-GL-1617 September 20, 1990	Extend, mark & light runway 18/36, construct partial parallel and connecting taxiways and t-hanger access taxiways; relocate glide slope and lighting, obstruction removal.	1,049,670
AIP-FA91-GL-1802 August 26, 1991	Acquire land for airport development including obstruction removal.	351,000
AIP-FA94-GL-2498 September 28, 1994	Acquire land for approaches, airport development and environmental mitigation.	772,000
3-18-0103-07 August 28, 2001	Acquire land for environmental mitigation.	224,825
AIP-08	Relocate Navaid and grade safety area	661,000
	Federal Aviation Administration	<u>\$ 6,143,875</u>
	State of Indiana Matching	307,194
	State and Federal Investment (AIP-01 to AIP-08)	<u>\$ 6,451,069</u>

Indianapolis Executive Airport

owned and operated by Hamilton County, Indiana

Annual Report - July 2005

History

Indianapolis Terry Airport was owned and operated by Mr. Ray Van Sickle and his wife Julia from 1965 until it was sold to Hamilton County in June 2003. Located just west of Hamilton County along Route 32, the airport served generations of Hamilton, Boone and Marion County pilots and travelers. Mr. Van Sickle worked closely with the Indiana Department of Transportation and the Federal Aviation Administration (FAA) for Terry to become a reliever airport for Indianapolis International Airport, offering a 5,500 foot long, 100 foot wide, 60,000 pound capacity runway and an instrument landing system (ILS) to both propeller and jet aircraft. The airport operated a popular flight school and served as the home base for many general aviation, historical and glider aircraft.

In 1997 the Hamilton County Commissioners engaged R. W. Armstrong to conduct a Needs Analysis for Airport Facilities. The study concluded that Hamilton County was uniquely situated for rapid aviation growth because of its population, business and income growth. The study recommended the creation of a board of aviation commissioners to represent the interests of Indy Metro, Noblesville, Westfield, Sheridan and Terry airports. This board was created by the county and continues to act as an advocate for aviation.

By 1997 it was clear that the busiest county airport, Indy Metro, would not be able to expand to fully meet demand due to the physical constraints of its location and the political realities of growth in Fishers. For 5 years, the county and the aviation board explored many options to meet the needs of general and corporate aviation, including the construction of a new airport and expansion of existing airports. None of these options was commercially feasible. In 2003, Mr. and Mrs. Van Sickle announced their intention to sell Terry Airport. The Hamilton County Commissioners, Councilors and Aviation Board saw this as a golden opportunity and negotiated a \$6 million purchase, facilitated by a \$1.85 million note from the Van Sickle's.

First Year (2003-2004)

The Hamilton County Commissioners renamed Terry Airport as Indianapolis Executive Airport (Indy Exec) to specifically serve its economic development interests as one of the fastest growing counties in the nation. The airport board contracted with Montgomery Aviation to serve as the airport manager and to become a fixed base operator (FBO) for the airport. Board members Larry Jacobi, Tim Tolson, Buddy Pylitt and Paul Spranger worked with Dan and Andrea Montgomery, legal counsel Mike Howard, councilor Rick McKinney and Mid-States Engineering's Larry Creakbaum and Maria Muia to make the transition an immediate success.

The first order of business was to build positive relations with Boone County and to obtain an official Airport Zoning designation. Montgomery Aviation's bid to construct a corporate jet hangar in 2002 had met with significant opposition from neighbors in new subdivisions along Michigan Road. Following several meetings with the Boone County Commissioners and various public hearings, the Airport Zoning classification was created and Indy Exec was placed within this category. In order to win this approval, the aviation board made several voluntary concessions, limiting certain types of development within the airport property, without the future approval of Boone County.

With the support of Hamilton County, Montgomery Aviation was able to make very rapid progress. Aircraft maintenance services, sales and flight training all grew rapidly due to the availability of the new hangar capable of handling 10 aircraft. Montgomery Aviation re-energized the aircraft owners and pilots association and began to attract new pilots and tenants by providing a brand of personal service rarely seen today. The glider club moved to a more rural location. Corporate and NetJet pilots were attracted to the airport. Fuel sales increased to 250,000 gallons in 2003, and doubled to 500,000 gallons in 2004. In 2003, the Aviation Association of Indiana reported Indy Exec as the 13th largest airport of 100 in Indiana, with a \$30 million regional financial impact. The aviation board received \$450,000 in grants from the FAA as reimbursement for some of its land acquisition cost.

In the midst of this spectacular growth, several personnel changes occurred. Buddy Pylitt was appointed as a county judge, Larry Jacobi was elected president of Noblesville Schools and Paul Spranger returned to his commercial aviation career. Tim Tolson served as president and was reappointed to a second 4 year term on the board. Tom Kapostasy was appointed to the board with a corporate finance and operations background and was elected president. Jon Ogle was named to the board with many years of county government and finance experience. Don Silvey as invited to the board with a history of civil engineering and project management success. Brad Beaver was elected to the Hamilton County Council and became a second valuable liaison to the board.

Second Year: 2004-2005

Hamilton County Board of Aviation Commissioners

1 Adopted a **mission statement**:

The Board of Aviation strives to meet the needs of Hamilton County and central Indiana citizens for quality air transportation services and associated economic development opportunities.

The board supports the development, operation, maintenance and promotion of private and public owned airport facilities and services in Hamilton and adjoining counties.

2 Set Indianapolis Executive Airport goals to be: Meeting the community's needs for

- A. Aviation Services and Economic Development
- B. Being a Good Neighbor
- C. Effective Airport Operations

3 Established more effective working, meeting and reporting relations with the Hamilton County **Commissioners** and Hamilton County **Council**.

4 Conducted several **planning retreats** and special meetings, focused on capital projects, budgets, revenue sources, small capital spending and site development. Future meetings in 2005 are planned for community relations and land needs.

5 Established a **committee** structure for the board of aviation commissioners:

Community and Public Relations	Capital Improvements
Government and Legal Relations	Site Development
Finance, Planning and Administration	Engineering Operations

6 Reviewed several options for changing the **name** of the airport or finding a way to better highlight Hamilton County's ownership. Decided to keep the Indy Exec name because of the existing brand equity, the jet service advantage, the Indianapolis positioning and to avoid confusion with Hamilton Airport in nearby Dayton, Ohio. Included naming, logo and tag line options in the forthcoming Marketing Strategy study to be completed for the airport.

Capital Projects and Financing

7 Completed **FAA projects**.
Demolished old terminal building and obstructions.
Added security fencing to north airport border.

8 Secured a commitment from the Thomson-Meridian Tax Increment Finance District for \$2.8 million to pay off the remaining \$1.4 million airport acquisition note and support 8 critical airport infrastructure projects during the second half of 2005 through 2008.

2005 Land acquisition - land swap	\$ 30,000
2005 T hangar taxiway	220,000
2005 Corporate hangar apron	260,000
2005 Remote communications equipment (RCO)	75,000
2006 Land acquisition - parallel taxiway	210,000
2006 Septic mound system	70,000
2007 Corporate hangar area taxiway	347,000
2008 Fuel tank and pump relocation	160,000
TIF - Site Preparation	\$1,372,000

9 Completed major review of **capital spending priorities** in light of the TIF district funding. Prepared a revised 5 year capital spending plan for the FFA with land acquisition as a third priority.

10 Worked with the Indiana Department of Transportation, FAA and federal legislators to tentatively earmark approximately \$2 million in **FAA grants** during 2005-2007 to fund the airport's two highest priorities.

Runway safety area and glide slope prep	\$ 660,000
Partial parallel taxiway	1,325,000
FAA - Safer Landing and Taxiing	\$1,985,000

11 Using airport funds, began environmental and engineering design preparation work on these projects.

Airport Operations

- 12 **Fuel sales** have continued to increase during 2005, trending towards a 60% increase to 800,000 gallons, possibly exceeding 1 million gallons in 2006.
- 13 Reached 90 **based aircraft** in July; heading for 120 by the end of 2006.
Exceeding 100 based aircraft will provide higher priority for INDOT/FAA grants.
- 14 Aviation Association of Indiana **Economic Impact** methodology indicates that Indy Exec's economic impact increased from \$14 million in 2001 to \$32 million in 2003 to \$40 million in 2004. Based on these figures, Indy Exec Airport became the 10th largest airport in Indiana in 2004, surpassing Elkhart, Bloomington and Lafayette. Year-to-date fuel sales, landings, aircraft sales and capital spending should keep the economic impact above \$40 million in 2005.
- 15 Completed calendar year 2004 with \$140,000 of operating revenues and contributed \$40,000 to the **airport capital fund**, without any county revenue or support.
- 16 At mid-year, on-target to earn \$170,000 of operating revenues in 2005 and again contribute \$40,000 to airport capital fund, without any county revenue or support.
Largest expense increase is in **maintenance expenses**, which is roughly double the 2004 level at \$30,000.
- 17 The budget submitted to Hamilton County for 2006 also provides a \$40,000 airport capital fund contribution without county operating assistance. Operating revenues are estimated to be \$215,000. The maintenance category doubles again, due to the need for more than \$30,00 worth of **runway pavement repairs**.
- 18 All known catch-up **maintenance** will be complete during 2006. It appears that the airport will require about \$50,000 per year for major maintenance projects such as runway painting and marking, major building maintenance, tree and obstruction removal, and future lighting, security and communications upgrades.
- 19 Every electrical and **electronic system** has been inspected under a preventive maintenance program. Most systems have had significant repairs, with the replacement of the runway ending lights being one of the most expensive. Replacement of the existing Instrument Landing System (ILS) equipment is a high priority in the FAA capital plan.
- 20 The airport was **recertified** by the FAA and INDOT this year, with no material comments.
- 21 The Airport **Security Procedures** manual was reviewed and greatly enhanced this year.
- 22 The Fixed Base Operator began a major promotional **marketing campaign** to attract nationwide jet traffic to Indy Exec Airport, targeting fractional jet ownership companies and corporate jet schedulers.
- 23 Established a positive working relationship with the Hamilton County Convention and Visitors' Bureau. HCCVB agreed to fund a **market planning study** for the airport covering a situation analysis, brand strategy, local media strategy, traffic promotion strategy, on-site marketing strategy and public relations strategy. HCCVB has indicated that it will consider funding the implementation of select strategies that jointly benefit the airport and the county's tourism industry.
- 24 Reviewed physical perimeter safety and **fencing** plans in response to television news report highlighting fence openings. Established that the cost of full perimeter fencing and gates would be \$800,000. Will consider this within the next FAA capital spending plan. Defined highest return fencing and gate areas around north end of property, at \$125,000 budget for separate county funding consideration. Modified next proposed FAA capital investment project to add fencing and gates for main southern access to property. Amended TIF project RFP's to provide for any remaining funds to be used for fence purchase and installation.

Owned Operated by Hamilton County

Site and Tenant Development

- 25 **Airport manager's home**, gate and access completed.
- 26 **Renovated** 7 existing T hangars
- 27 Constructed **hangar** from reserved steel and materials.
- 28 Signed 5 year land use lease with adjacent **farmer**.
- 29 Negotiated utility right of way to **water company** for main line and access.
- 30 Moved **electrical** service access point.
- 31 Tenant constructed first new 12 unit **T hangar** building west of entry drive.
- 32 Tenant leased land and has begun work on an additional 60 **T hangar spaces**.
- 33 Tenant has new T hangar lease **commitments** from 40 customers.
- 34 The Airport **Building Standards** document was drafted and approved.
- 35 Actively courting potential state and local government aircraft tenants.
- 36 Holding discussions with 6 potential **corporate hangar tenants**.
Have delayed most lease discussions because corporate hangar taxiway and septic mound system are not funded until 2007.
- 37 Continuing discussions with two potential stand alone **hangar tenants**.
Working with engineers on best locations.
- 38 Montgomery Aviation announced plans for the construction of a second **corporate jet hangar** capable of storing 8-12 aircraft.
- 39 Montgomery Aviation also announced plans for the construction of a new **main terminal** between the two corporate hangars and a covered area for passengers to arrive and depart. Groundbreaking is set for July 2005.

Community Relations

- 40 **Zionsville Schools** continued steps to build an elementary school south of the runway.
- 41 BOAC requested Zionsville Schools to reconsider building the elementary school.
- 42 Wellspring Development gained planning and zoning approval for **Abbitt Farms**.
- 43 Wellspring Development announced Drees Homes as the replacement builder for Estridge.
- 44 Met with consultants from Indy Intl Airport regarding future options for **Indy Metro** Airport.
Aerofinity invited Hamilton County officials to discuss options.
No imminent sale or other major actions at Indy Metro have been announced.
Uncertainty regarding the future of Indy Metro does concern its 200 aircraft tenants.
Indy Exec, Anderson and Mt. Comfort airports also serve eastern Hamilton County.
- 45 Continued to meet with Boone and Hamilton County **Economic Development** groups.
- 46 Held various **community functions** at the airport.
- 47 Invited community leaders to **groundbreaking** ceremonies for new terminal in July.
- 48 Notified **Westfield** of intent to participate in master planning and zoning exercise in 2005-6.
- 49 Watched Carmel and Westfield **annexation** competition for adjoining property.
- 50 Contacted state and local agencies to establish **compatible** adjacent land uses.
- 51 Outlined approach to revising **airport master plan** by 2007.
- 52 Scheduled joint working meeting with **Boone County** Commissioners for July 2005.

Indianapolis Executive Airport

Page 6

Owned Operated by Hamilton County

Indianapolis Executive Airport**Capital Assets****(\$ Mil)**

2003	Privately owned, constructed, developed and operated since 1965.		
	Interests acquired by to Hamilton County in 2003.	\$	4.1
2005	FAA land acquisition grants from 2003-2005 (AIP-09 to AIP-10)		0.5
2002	FAA and Indiana improvements from 1986-2002 (AIP-01 to AIP-08)		6.5
	Original Acquisition		\$ 11.1

2005	Land acquisition - land swap	-	
2005	T hangar taxiways	0.4	
2005	Corporate hangar apron	0.4	
2005	Remote communications equipment (RCO)	0.1	
2006	Septic mound system	0.1	
2007	Corporate hangar area taxiway	0.3	
2007	Fuel tank and pump relocation	0.2	
	Hamilton County Capital Investments		1.5

2005	Runway safety area and glide slope prep (AIP-11)	1.2	
2006	Land acquisition (AIP-12)	0.2	
2006	GPS Wide Area Augmentation System (FAA)	0.1	
2006	Partial parallel taxiway construction (2006 TBD)	1.3	
	FAA Capital Investments		2.8
2006	Indiana/Airport Matching Funds for FAA Investments	0.3	
2006	Airport Funded Improvements	0.4	

New Investments (2003-2006) **5.0****Hamilton County Assets** **\$ 16.1**

2001	Montgomery Aviation corporate hangar	1.2	
2004	Airport manager's building	0.3	
2005	Taft Aviation 72 T-hangars	2.5	
2005	Large corporate hangar, terminal and deplaning facility	1.7	
2006	3 Individual corporate hangars	0.7	
	Tenant Investments		6.4

Airport Asset Base (2006) **\$ 22.5**

	Runway protection zone obstruction removal	0.2	
	Master plan study	0.3	
	Landing lights system (MALSR)	0.3	
	Terminal area fencing	0.1	
	Sewer system	0.1	
	Runway reconstruction/paving	1.1	
	Electronics replacement	0.3	
	Expand aircraft aprons	0.6	
	Instrument landing system replacement	0.5	
	Perimeter fencing and gates	0.7	
	Taxiway reconstruction	1.3	
2010	FAA Capital Improvements Plan		5.5
2010	FAA land acquisition/approach protection	1.1	
2010	Airport funded small capital improvements	0.2	
2010	Tenant T hangars	1.2	
2010	Tenant individual hangars	1.2	

Proposed Investments (2006-2010) **9.2****Airport Assets (2010)** **\$ 31.7**
IndyExecCapitalInvestments 12/27/2006

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Boards of Aviation Commissioners
Relevant Excerpts of Indiana Code

IC 8-22-2

Local Boards of Aviation Commissioners

IC 8-22-2-5

Powers of the Board

IC 8-22-2-5 (b)

The board, on behalf of the eligible entity, exclusively has the following powers:

- (1) To acquire, establish, construct, improve, equip, maintain, control, lease, and regulate municipal airports ... either inside or outside the corporate limits of the entity, subject to statutory limitations ... and to erect, install, construct and maintain at those airports facilities for the servicing of aircraft and for the comfort and accommodation of air travelers and the public.

IC 8-22-2-5 (b)

- (3) To make rules and regulations, consistent with law, for the management and control of its airports ...

IC 8-22-2-12 (a)

The acquisition, establishment, construction, improvement, equipment, maintenance, control, and operation of municipal airports ... is considered to be a governmental function of general public necessity and benefit and is for the use and general welfare of all the people of Indiana.

IC 8-22-2-18

Subject to the approval of the fiscal body of the eligible entity, the board may contract ... for construction ... of an airport hangar or revenue producing building ... the cost of which is to be paid in the manner authorized by this section.

IC 8-22-2 **Local Boards of Aviation Commissioners**

Zoning Powers of the Board

- IC 8-22-2-9 (a) In order to provide free air space for the safe descent or ascent of aircraft and for the proper and safe use of the airport ... the board may, subject to approval and adoption by the fiscal body of the eligible entity, establish and fix a restricted zone or zones for a distance in any direction from the boundaries of the airport ... so that no building or other structure is erected high enough to interfere with the descent of an aircraft at the gliding angle necessary for safety for the usual type of operation that is conducted at the airport ...
- IC 8-22-2-9 (a) The board may ... acquire by condemnation, upon the payment of due compensation as provided in this chapter, the right to prevent the erection of, and to require the removal of, all buildings, towers, poles, wires, cables, other structures and trees within the ... zones which interfere with the gliding angle.
- When so condemned a permit issued by a department or office of the entity or by any state or other authority for the erection of any structure inside the ... zones is effective only if approved by the board.
- IC 8-22-2-9 (b) Establishment of a restricted zone ... outside of an airport ... in connection with the condemnation of rights in land constitutes condemnation and the perpetual annihilation of all rights of the owners of the property within the zone ... to erect or maintain any building or structure that will interfere with the gliding angle.
- IC 8-22-2-9 (c) The jurisdiction of each eligible entity is extended to the promulgation, administering, and enforcement of airport zoning regulations to protect the approaches of an airport that is owned by the entity but located wholly or partially outside the corporate limits of the entity. In case of conflict with any airport zoning or other regulations promulgated by an entity, the regulations adopted under this section prevail.
- IC 8-22-2-9 (d) The zoning jurisdiction granted in this section is exclusive against jurisdiction granted by any other statute unless any other statute specifically provides otherwise.
- IC 8-22-2-9 (e) All airport zoning regulations adopted under this chapter must be reasonable ... each entity ... shall consider ... the character of the flying operations expected to be conducted at the airport ... the character of the neighborhood, and the uses to which the property to be zoned is put and adaptable.
- IC 8-22-2-10 (a) The board of an eligible entity:
- (1) may exercise the power of eminent domain for the purpose of carrying out this chapter;
 - (2) may award damages to landowners for real property rights appropriated;
 - (3) if the board cannot agree with the owners ... of property selected by the board for the purposes of this chapter, may procure the condemnation of the property ...

IC 8-21-10

Regulation of Tall Structures

IC 8-21-10-1

The safety, welfare, and protection of persons and property in the air and on the ground and of the maintenance of electronic communication within this state requires that the navigable airspace overlaying the state and the approaches to and the air traffic pattern area of any public-use airport in the state be maintained in an unobstructed condition for the safe flight of aircraft and the comfort and safety of the citizens of this state.

State Tall Structure Permit

IC 8-21-10-3 (a) Unless a permit has been issued by the [INDOT] department, a person may not erect, alter or add to the height of any structure ... any construction or alteration of greater height than an imaginary surface extending outward and upward at one (1) of the following slopes:

- (A) One hundred (100) to one (1) for a horizontal distance of twenty thousand (20,000) feet from the nearest point to the nearest runway of any public-use airport with at least one (1) runway more than three thousand two hundred (3,200) feet in actual length ...

IC 8-21-10-3 ©

A person applying for a permit under subsection (a) must provide notice, at the time of the filing of the application for a permit, to the owner of a public use airport located within a five (5) nautical mile radius surrounding the structure, regardless of county lines ...

Noise Sensitive Permit. Acknowledgement and Disclosure

IC 8-21-10-2

"Noise sensitive purpose" means the use of a building or structure as a residence, school, church, child care facility, medical facility, retirement home or nursing home.

IC 8-21-10-3 (b)

- Unless
- (1) a permit for construction in a noise sensitive area has been approved by the department.
 - (2) the holder of a permit ... has filed ... with the county recorder ...
 - (3) a certified copy of ... the permit ... with the recording data from the county recorder ... has been received by the department.

a person may not erect a building used for a noise sensitive purpose within an area lying one thousand five hundred (1,500) feet on either side of the centerline and extended center line of a runway for a distance of one (1) nautical mile from the boundaries of any public use airport.

IC 8-21-10-3 (d)

A person applying for a permit under subsection (b) must provide notice, at the time of the filing of the application for a permit, to the owner of a public use airport if the public use airport is located within a distance of one (1) nautical mile ...

IC 8-21-10-3 (h)

A permit issued under subsection (b) must contain the following statement:

"The permittee acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this permit experiences or may experience significant levels of aircraft operations, and that the permittee is erecting a building designed for noise sensitive use upon the real estate, with the full knowledge and acceptance of the aircraft operations as well as any effects resulting from the aircraft operations."

IC 8-21-10

Regulation of Tall Structures

Structure Within Airport Landing or Approach Surface

IC 8-21-10-3.1 ©

Before a person may [erect, install or modify to add to the height of] a structure within the surface of a public use airport, the person must obtain the written authorization from the public use airport owner or operator.

IC 8-21-10-8 (3)

Primary surface: a surface longitudinally centered on a runway ... extends two hundred (200) feet beyond each end of the runway ... The width of a primary surface is (iii) one thousand (1,000) feet ... for precision runways.

IC 8-21-10-8 (4)

Approach surface ... expands uniformly to a width of ... (vi) sixteen thousand (16,000) feet for precision instrument runways.

IC 8-21-10-8 (4) (B)

The approach surface extends for a horizontal distance of ... (iii) ten thousand (10,000) feet at a slope of fifty (50) to one (1) with an additional forty thousand (40,000) feet at a slope of forty (40) to one (1) for all precision instrument runways.

IC 8-21-10-7

IC 8-21-10-7 (b)

Obstruction standards.

If any of the obstruction standards set forth in this subsection are exceeded, the proposed structure is presumed to have a substantial adverse effect upon the safe and efficient use of the navigable airspace and would be a hazard to air navigation if constructed.

IC 32-30-6

Nuisance actions.

IC 32-30-6-10

Public use airport operations; circumstances in which nuisance does not exist

IC 32-30-6-10 (b)

It is the purpose of this section to limit the circumstances under which a public use airport operation may be a nuisance in order to reduce the potential for the state to lose the benefits to the state's air transportation system that are provided by public use airports.

IC 32-30-6-10 ©

A public use airport operation ... may not become a private or public nuisance by any changed condition in the vicinity of the locality that occurs after the public use airport operation operates continuously on the locality for more than one (1) year if the following conditions are met:

- (1) The public use airport was not a nuisance at the time when the operation began operating at that locality.
- (2) The public use airport is operated in accordance with the rules of the Indiana department of transportation, aeronautics section.
- (3) There is no significant change in the hours of operation of the public use airport operation.

One Hamilton County Square
Noblesville, Indiana 46060
Phone: 317-776-8462
Fax: 317-776-8454

Hamilton County Board of Aviation

September 13, 2005

Mr. Mark Englert
President, Zionsville Community Schools
900 Malberry Street
Zionsville, IN 46077

Dear Mr. Englert:

I am writing with respect to the proposed elementary school adjacent to the Abbott Farms development north of 146th Street. I am providing this information on behalf of the Hamilton County Board of Aviation Commissioners.

We ask that you reconsider locating an elementary school within the noise sensitive zone south of the Indianapolis Executive Airport runway. Our primary concern is for the students who will attend this school. Your property is only one-half mile from the airport boundary. In many states and counties, no development is allowed in the noise sensitive or departure safety zone extending 1.5 miles from the end of a runway. Aircraft will routinely land 150-300 feet above the proposed elementary school and playgrounds. This includes 25 passenger jet aircraft weighing up to 60,000 pounds. As a reliever airport, Indy Exec is available to land larger 727 sized aircraft in the event of extreme weather, security or safety conditions. To a walker, driver or cyclist, the school may seem to be far away from the airport, but to a pilot the school is only 30 seconds from the runway.

Aircraft safety is a concern for individuals less than a mile from the end of a busy runway. More than two-thirds of aircraft emergencies occur within 2 miles of a runway, mainly at take-off and landing. The FAA reports that Indianapolis Executive Airport has experienced such incidents recently. In 2004, a 78 year-old pilot emptied his fuel and successfully landed a plane at IEA on its belly after the landing gear would not extend. Dramatic photos of another 2004 landing gear failure at IEA are displayed on the Internet. This year, a plane destined for Sheridan's airport declared an emergency and successfully landed at IEA following an electrical failure. In 2004, an emergency avoidance maneuver was required to separate landing and departing aircraft directly above the site of the proposed elementary school.

The level of future aircraft operations may be significantly greater than expected when your board first evaluated this site. Hamilton County's purchase of Terry Airport and a \$10 million capital improvements plan have completely changed the prospects for this 50 year-old facility. Indianapolis Executive Airport reported the 13th greatest economic impact of all 120 Indiana airports in 2003. Annual fuel sales have increased from 150,000 to 600,000 gallons. The number of based aircraft has grown from 50 to 90. IEA may soon match the 44,000 annual take-off and landing operations reported by Indianapolis Eagle Creek Airport. IEA may someday reach the volume of Indianapolis Metro Airport, which reported 73,000 operations in a recent year. By comparison, Indianapolis International Airport reported 210,000 operations in 2004.

We ask that your architects and engineers conduct a more thorough study of the risks of locating a school in a noise sensitive zone or an inner approach/departure safety zone. They will find that the FAA is spending millions of dollars each year for noise mitigation, supporting projects that reduce indoor noise levels by 30 decibels to an average of less than 65 decibels. Some courts have ruled that

September 13, 2005
Page 2

even these standards may be inadequate. Facing such demands, the FAA has announced that it will not fund noise mitigation projects for buildings constructed after 1998. Many states and counties have strengthening their land use standards and planning guides, increasing the size of airport over zones and prohibiting schools within the closest zones. Although Indiana law does not prohibit construction, our aviation engineers are unaware of any school located directly under a landing path less than a mile from a runway.

Finally, we ask that your board carefully consider the statement that it must sign in order to build in a noise sensitive zone, and mentally replace the "heirs, successors and assigns" clause with the phrase "students, teachers, and employees".

"The permittee acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this permit experiences or may experience significant levels of aircraft operations, and that the permittee is erecting a building designed for noise sensitive use upon the real estate, with full knowledge and acceptance of the aircraft operations as well as any effects resulting from the aircraft operations."

We encourage you to reconsider these many factors as you seek the best long-term means to serve citizens in your school district.

Sincerely yours,

Tom Kapostasy

President
Hamilton County Board of Aviation Commissioners

cc: HCBOAC

Mike Howard

Council Liaisons

Montgomery Aviation

Steve Niblick

Boone County Commissioners

MEMPHIS EXECUTIVE AIRPORT

Aviation board opposes Union Elementary site

Mark McIntosh
Times-Sentinel writer

Construction on the new Union Elementary School has not even begun yet, and it is already receiving opposition.

The commissioners of the Hamilton County Board of Aviation took a letter to the Knoxville Community Schools board of trustees recommending them to consider a different location for the construction of the new school.

The letter states that the school on property directly south of the Indianapolis Executive Airport could cause noise and noise safety concerns from parents whose children attend the school.

"We indicated we are not interested in scheduling our school, but we appreciate their concerns," said ZCS board member Mark Engler.

Engler said architects presented the safety and sound concerns when designing the school, and an engineering study was conducted before plans were made.

The study determined if the school is properly placed, and sound precautions placed in the building, that noise should not be any major disruption, he said.

"The board has looked at this issue extensively," Engler said.

The aviation board took it this as a potential problem that could be avoided, said Tom Kaposney, Hamilton County Board of Aviation president.

While the airport is located on the west side, it will still have 15 jet landings and 20 to 25 other flights on a weekday, he said.

All of these flights, especially the jet, could generate quite a bit of noise, Kaposney said.

Engler said at this point the board has only heard concerns from one or two parents, and they



ZCS board member Mark Engler said parents' concerns about safety and sound before plans were made.

have been expressed when they are informed of the engineering study.

It seems to be only those with direct interest in the airport who have been concerned, he said. Kaposney said it could be five to 10 years before the public really begins to express their concerns.

"We expect the traffic to pass unobstructed through area," he said.

During that time, the airport might actually expand closer to the school, Kaposney said.

While the airport does not have current plans to extend the runway, if it were to do so, it would have to build south — toward the school, he said.

It is a possibility the airport might increase the length of the runway 1,500 feet, bringing the total length to 7,000 feet, he said.

On Monday, July 23, a \$1.7 million construction project began that will double the size of the existing terminal.

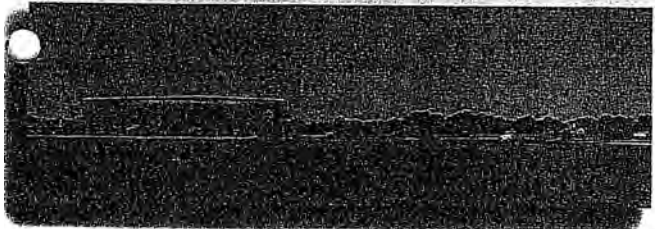
The school's location is in the path of the instrument landing system, which is used to land during poor weather conditions, Kaposney said.

While most of the crashes occur during takeoff or landing, the risks are not significant, he said.

Kaposney said the aviation board already receives many complaints from residents in the Austin Oaks development, which is two miles further south than where the school will be located.

"In the long run, I do think it will be a concern," he said.

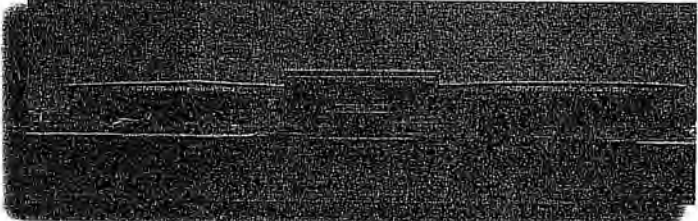
Montgomery Aviation is growing again to meet your needs.



This is how we looked in late summer 2005. Construction crews were busy on our latest expansion.

This is how it will look in early 2006! **Montgomery Aviation is always looking ahead.**

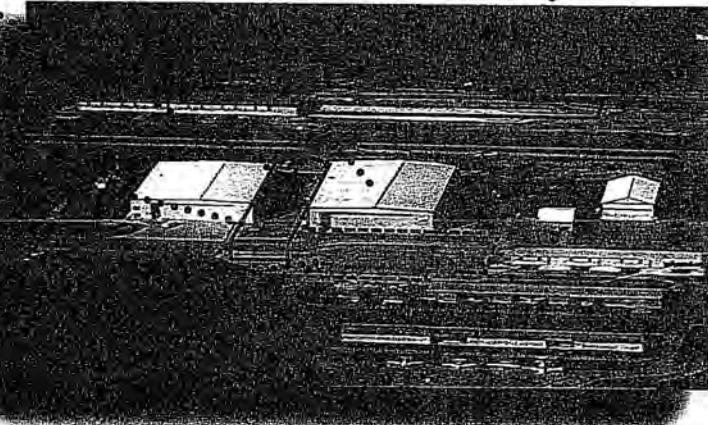
- New Arrival Canopy
- New Terminal
- New Hangar Space
- New Travelers Lounge
- Wireless Internet
- Conference Facilities



Montgomery Aviation is always here to help you.

- New Terminal and Welcome Center
- Second Main Corporate Hangar 18,000 Square Feet
- 43 New T Hangars with Bi-Fold Doors

The Only
All Weather
Arrival
Canopy
in Indiana!



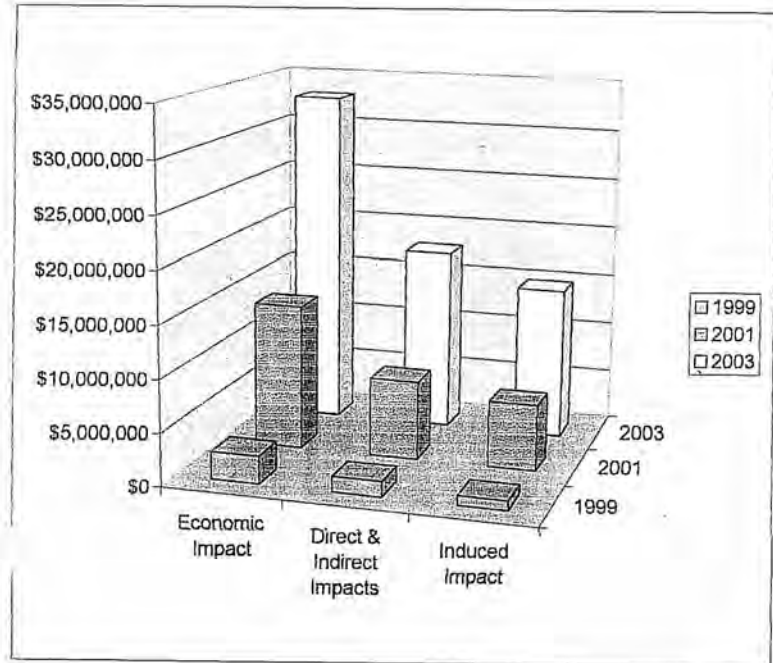
- New Jet Ramp 63,000 Square Feet

Coming in 2006! Completed Full Length Parallel Taxiway!

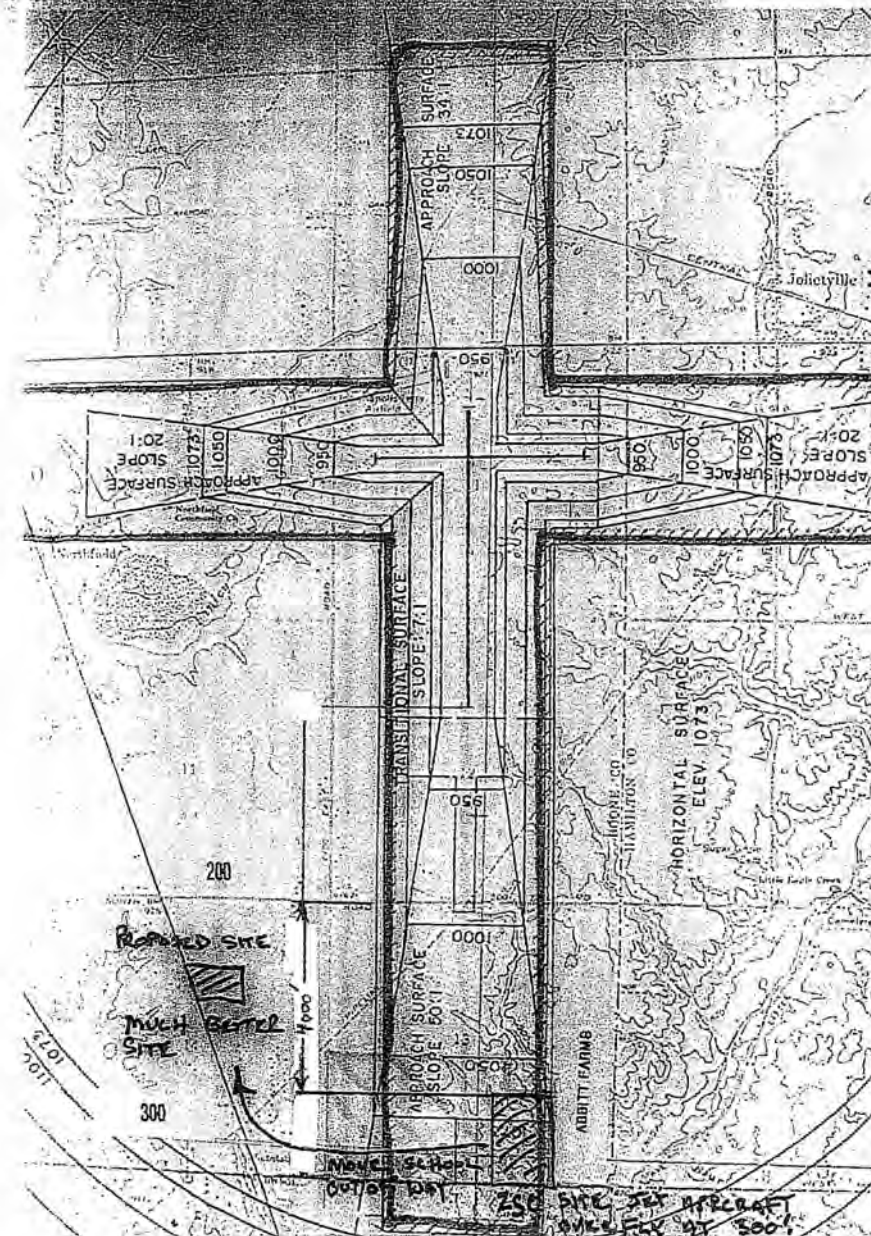
Indianapolis Executive Airport
Economic Development AAI (Aviation Association of Indiana) Bi-Annual Reports

	Economic Impact	Direct & Indirect Impacts	Induced Impact
1999	\$2,679,711	\$1,477,752	\$912,037
2001	\$13,988,081	\$7,532,715	\$6,254,411
2003	\$32,933,016	\$17,734,742	\$14,725,153

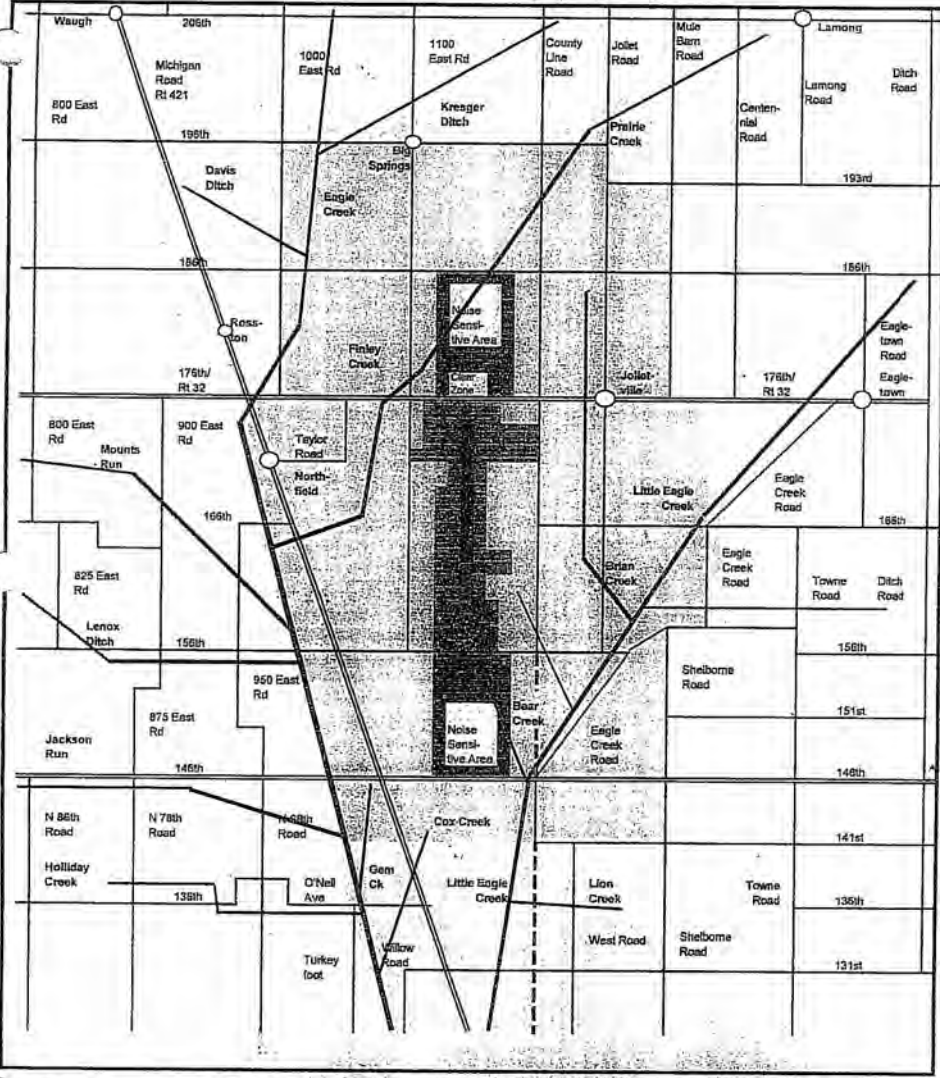
Direct Impact = Payroll, Operating Expenditures, and Capital Expenditure made at the airport.
Induced Impact = Is the multiplier effect of subsequent rounds of spending away from the airport largely in Hamilton County.



Induced Impact occurs largely in Hamilton County



Indianapolis Executive Airport



ack - Runway
allow - Adjacent

Black Stripe - Future Runway
Turquoise - Noise Sensitive

Green - Airport Property
 Beige - Tall Structures

Pink - Clear Zone

IndyExecMap Overlay

(For illustrative purposes only)

1/27/2006

Operations / Hour at Indianapolis Executive Airport

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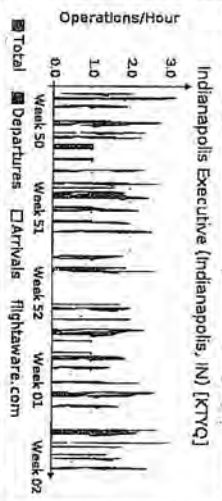
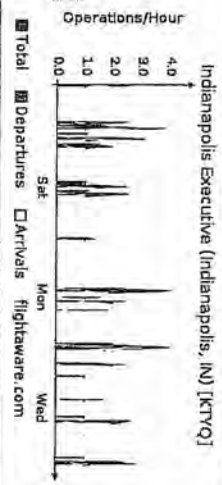
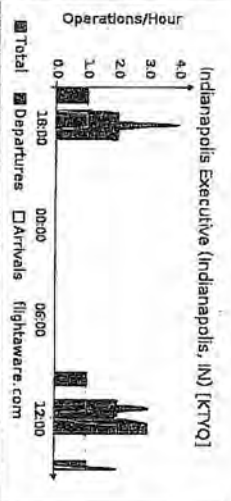
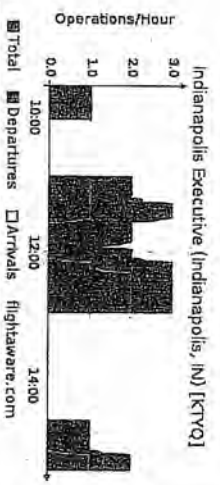
www.Airnav.com Report an average 77 flights per day.
www.flightaware.com Reports an average of 2 IFR Flights / Hour between 6 AM & 6 PM. These are mostly jet aircraft. The peak is 5 flights / hour.

Operations / Hour at Indianapolis Executive Airport

Airport Operation Graphs (KTYQ)

- [Live > KTYQ Airport Status](#)
- [Analysis > Overall Airborne Aircraft Graph](#)

KTYQ View Airport Graphs



You can observe the IFR (Jet Traffic) daily on www.flightaware.com enter TYQ for the airport identifier.

Parking: hangars and tie-downs
 Airframe service: MAJOR
 Powerplant service: MAJOR
 Bottled oxygen: HIGH

Runway Information

Runway 18/36

Dimensions: 5500 x 100 ft. / 1676 x 30 m
 Surface: asphalt/grooved, in fair condition
 Weight bearing capacity: Single wheel: 45000 lbs
 Double wheel: 60000 lbs
 Runway edge lights: high intensity
 Runway edge markings: RY 18/36 MARKINGS & SIDELINES FADED.

	RUNWAY 18	RUNWAY 36
Latitude:	40-02.292933N	40-01.387100N
Longitude:	086-15.091483W	086-15.080650W
Elevation:	922.0 ft.	922.0 ft.
Traffic pattern:	left	left
Runway heading:	182 magnetic, 179 true	002 magnetic, 359 true
Displaced threshold:	no	157 ft.
Markings:	nonprecision, in poor condition	precision, in poor condition
Visual slope indicator:	2-box VASI on left (3.00 degrees glide path)	2-light PAPI on left (3.00 degrees glide path)
Runway end identifier lights:	yes	yes
Instrument approach:	ILS	ILS
Obstructions:	61 ft. trees, 1439 ft. from runway, 355 ft. left of centerline, 20:1 slope to clear	10 ft. *, 200 ft. from runway, 250 ft. left of centerline, APCH RATIO 35:1 TO DSPLCD THLD. 10' CROPS 150' FM RWY END, 250'L

www.Airnav.com Report an average 77 flights per day.
www.flightaware.com Reports an average of 2 IFR Flights / Hour between 6 AM & 6 PM. These are mostly jet aircraft. The peak is 5 flights / hour.

Airport Operational Statistics

Aircraft based on the field: 74
 Single engine airplanes: 38
 Multi engine airplanes: 6

Aircraft operations: avg 77/day
 50% transient general aviation
 44% local general aviation

<http://www.airnav.com/airport/KTYQ>

1/30/2006

Indianapolis Executive Airport - Activity Measures

County	Airport	2003 Economic Impact (\$ Millions)	Rank	2003 County Population (000's)	Rank	2000- 2004 Based Aircraft	Rank	2000- 2004 Operations (000's)	Rank
Madison	Anderson	\$ 11	23	131	10	67	17	28	22
Monroe	Bloomington	35	11	123	11	96	8	38	14
Bartholomew	Columbus	47	8	72	20	79	14	40	13
Elkhart	Elkhart	36	10	188	6	84	12	37	16
Vanderburgh	Evansville	154	4	172	7	87	11	85	5
Allen	Ft Wayne	420	2	340	3	92	10	97	3
Lake	Gary	133	6	487	2	83	13	49	9
Elkhart	Goshen	16	22	188	6	64	19	37	15
Lake	Griffith-Merrillville	18	20	487	2	66	18	36	17
Huntington	Huntington	7	NR	38	NR	69	16	16	NR
Hendricks	Indpls Eagle Creek	20	19	119	13	125	5	49	10
Hamilton	Indpls Exec	32	13	217	5	54	25	26	24
Hamilton	Indpls Exec (2010)	60	8	280	4	120	6	60	9
Johnson	Indpls Greenwood	9	NR	123	12	105	7	35	18
Johnson	Indpls International	2,772	1	863	1	96	9	226	1
Johnson	Indpls Metro	27	14	863	1	147	2	63	8
Hancock	Indpls Mt Comfort	24	15	59	NR	141	4	35	19
Clark	Jeffersonville	22	17	99	17	143	3	87	4
Howard	Kokomo	5	NR	85	18	55	24	28	23
Tippecanoe	Lafayette	34	12	155	8	111	6	124	2
LaPorte	LaPorte	3	NR	109	15	74	15	15	NR
Jefferson	Madison	6	NR	32	NR	51	NR	41	11
Delaware	Muncie	66	7	117	14	50	NR	33	21
Wayne	Richmond	5	NR	70	23	36	NR	40	12
Washington	Salem	1	NR	28	NR	58	22	7	NR
Jackson	Seymour	4	NR	42	NR	56	23	25	25
St Joseph	South Bend	380	3	266	4	62	20	70	7
Vigo	Terre Haute	150	5	105	16	60	21	81	6
Porter	Valparaiso	23	16	152	9	154	1	34	20
Kosciusko	Warsaw	42	9	75	19	48	32	23	27
Subtotal		\$ 4,562		6,085		2,533		1,565	
Indiana Total		\$ 4,617		6,196		3,439		1,928	
Ind Exec Pct		0.7%		3.5%		1.6%		1.3%	
Ind Exec Pct (2010)		1.3%		4.5%		3.5%		3.1%	

IEASize

1/27/2006

Potentially Compatible Land Uses Near an Airport

- | | |
|----------------------|--|
| Agriculture | <ul style="list-style-type: none">1 ag mechanics and architecture museum2 ag research facilities3 animal care facility - kennel - exercise4 community garden plots5 community market space for summer farm products, fall plantings, Christmas trees6 demonstration farms7 horse farm8 landscape services, including small trees and shrubs9 large animal feed, products, services center10 sod farm11 specialized agriculture - agriceuticals, seeds, other intensive agriculture12 specialized agriculture - hydroponics, water plants13 specialized tree farms14 U-pick orchards, vegetables, fruit15 wholesale greenhouses |
| Manufacturing | <ul style="list-style-type: none">16 cement, stone and asphalt plants17 construction companies, including equipment storage18 environmental services19 final assembly of custom products20 light industrial assembly, final manufacturing21 mining and quarrying |
| Public | <ul style="list-style-type: none">22 cemetery23 county/state highway buildings and storage24 emergency management equipment and storage25 emergency management facilities26 fire station27 police station28 regional transit interchange and parking lot29 solid and liquid household waste collection site. |
| Recreation | <ul style="list-style-type: none">30 cross-country bicycle31 cross-country skiing32 dog exercise park33 golf courses, driving ranges34 horse riding academy35 indoor sports: soccer, dance, baseball, basketball, hockey36 multiple use outdoors membership club37 off-road vehicle parks38 parks - city, county, state39 remote control vehicle, plane, boats fields40 sports practice fields41 trails for hiking, biking, horses |

Potentially Compatible Land Uses Near an Airport

Retail	42	airport services: rental cars, airport theme restaurant, catering, limousine rental/garages
	43	appliance stores
	44	automobile: dealers, service, oil, tire, car wash, repair
	45	bicycle or outdoors store with testing areas
	46	boat and recreational vehicle sales and service
	47	destination, specialized retailers
	48	farm and feed stores
	49	furniture stores
	50	hardware store
	51	retail greenhouses
	52	specialty travel: cruise, jet taxi, outdoors adventure, business travel agent, exotic car rental
	53	veterinary medicine facility
	54	vineyard/winery - ala Oliver Winery in Bloomington
Technology	55	aviation-technology-biotechnology - joint vocational school - Boone/Hamilton County
	56	civil engineering and surveying firms
	57	computer back-up processing facility, mobile units
	58	computer storage facility
	59	product testing facilities
	60	prototype development facilities
Transportation	61	technology office park, including lab areas
	62	all terrain vehicle sales and park
	63	automobile auction facility
	64	construction equipment dealer, farm equipment dealer, regional equipment auction center
	65	courier or delivery service depots
	66	electric car sales office, battery recharge station
	67	motor sports support firms
	68	office space for NetJets regional office and schedulers.
	69	office for firms with heavy travel: retail sites, large customers, factories, real estate dev.
	70	segway/personal travel vehicles, motorcycles, scooters
	71	specialty hotel/office space/meeting rooms for pilots, executives, developers
Utilities	72	welcome center for Boone County and Hamilton County, including a rest area.
	73	communications equipment facilities
	74	electric, communications, cable installation and maintenance fleets dispatch
Distribution	75	solar power generation stations
	76	telecommunications satellite transmission
	77	water and sewer pumping and processing stations
Distribution		
	78	aircraft parts, maintenance, manufacturing and service businesses
	79	expediting and maintenance services
	80	flex office/wh space for start-up firms
	81	ground transportation hubs, cross-docking
	82	home and business security services and monitoring
	83	self-storage facilities
Distribution	84	specialized warehousing of high value components with air delivery



August 5, 1989

Dr. HOWARD J. HUI, Superintendent
Eagle-Union Community School Corporation
680 Beach Street
Zionsville, IN 46077-1319

Re: Terry Airport Proposed Expansion

Dear Dr. Hui:

At your request, we investigated the potential impact that Terry Airport might have on Eagle-Union Community School Corporation's 68 acre site, which is bounded on the south side by State Road 300 South.

Victor Landis, of Fanning/Howey Associates, Inc., contacted Penna Beverston (847-284-7474), with the Chicago Airport's District Office of the Federal Aviation Administration (FAA) for Illinois and Indiana. Penna Beverston indicated that, as a result of Terry Airport receiving a federal grant approximately 20 years ago, any subsequent development must follow FAA developmental standards. She also suggested that Victor Landis contact Scott Snyder, an individual who provides studies for proposed airport expansions. Scott Snyder indicated that the primary impact on surrounding properties would be a result of the flight path. It is assumed that the flight path would remain in a north/south orientation, as it is at present. Scott Snyder also noted that the takeoff pattern has the greatest impact from an acoustical standpoint.

On August 2, 1989, we contacted the Chicago Airport's District Office of the FAA to discuss our concerns in greater detail. We spoke to Gary Regan (847-284-7585), Airport Engineer. He confirmed that the primary concern would be acoustical for properties adjacent to or within the flight path. Associated noise is based upon the size of the aircraft and the number of overflights. Gary Regan indicated that a lengthened runway at Terry Airport is required for weather conditions, and larger aircraft are not anticipated. From an acoustical standpoint, the greatest impact will be from 14 - 16 passenger jets. These aircraft may be as noisy as a 737.

Based on our analysis of the distance between the end of the runway and your site (approximately 1 1/2 miles) and with the glide slope of 33% or 24:1, the height restriction for your site at the northern end would be approximately 235', and this should not pose a problem for any development.

Gary Regan also noted that smaller aircraft that use this airport typically ascend much more quickly, and this tends to help from an acoustical standpoint.

We then contacted John Yergas (830-810-4444), with Yergas Associates, Inc., acousticians located in Chicago, Illinois, to discuss the potential impact on the design future educational facilities relative to overflights. The information received to date regarding this airport and the relationship to the 68 acre site was explained. John Yergas noted that their greatest challenges are dealing with large, commercial airports; smaller municipal airports do not seem to pose as great a noise problem.

P.O. Box 80066 Indianapolis, Indiana 46280
3750 Priority Way South Drive, Suite 110 Indianapolis, Indiana 46240
(317) 848-0966 Fax (317) 848-0543 <http://www.fhai.com>

Dr. HOWARD J. HUI, Superintendent
Eagle-Union Community School Corporation
680 Beach Street
Zionsville, IN 46077-1319
August 5, 1989
page 2

John Yergas suggested that roofs, windows, and exterior doors are the greatest source of noise intrusion and should be considered for specific design treatment. It is important to introduce mass into the roof, and we discussed several ways that this might be done on a pitched roof by introducing cement board underlayment within the roof structure. Additional mass might also be added to the acoustical ceiling layer as well. It is important to provide at least 3/16" - 1/4" panes of glass in exterior windows. John Yergas did not indicate that special, acoustical windows would be required for this application. Finally, it is important to avoid having exterior doors opening directly into interior spaces. If this is required (such as kindergarten rooms, where direct access to the outside is required), either acoustical doors or vestibules should be contemplated.

In summary, based on this information, it does not appear that the design and layout of future educational facilities on your 68 acre site should be significantly impacted. It will be important to review acoustical considerations in the design of the envelope of these structures.

Please contact us if you have any questions regarding this information.

Sincerely,

FANNING/HOWEY ASSOCIATES, INC.

Victor Landis, P.E., AIA
Center-In-Charge/Principal
wep:ms
enclosure

----- Original Message -----

From: Gary Regan@faa.gov <mailto:Gary.Regan@faa.gov>

To: Carl Winkler <mailto:indplterry@msn.com>

Cc: DanMontgomery <mailto:DanMontgomeryAviation@msn.com> ; ABindplterry
<mailto:indplterry@msn.com> ; JWvandeventer@kontorinternational.com
<mailto:JWvandeventer@kontorinternational.com> ; Tom Kapostasy
<mailto:tkapostasy@faa.org>

Sent: Thursday, January 19, 2006 2:55 PM

Subject: Re: Indianapolis Executive Airport Centerline / School Location

Carl, Attached excerpts from our handbooks. The FAA's take on noise is that FAA cannot dictate development decisions to local jurisdictions. We encourage state and local governments to use compatible land use planning with zoning. Local building codes should require adequate construction practices and sound proofing when under an approach/departure route or near a major highway or railroad. We encourage airports to control land out to 2500' to 3000' which gives them 100' protection. At 4000', the school would be under the 65 decibel noise level except for a 727 on takeoff. Our Order 1050.1E does not require airports the size of Ind. Exec. to do a noise analysis, although state and local governments could accomplish a Part 150 Noise Compatibility Plan around Ind. Exec. Airport. **A school under an airport approach is not desirable if there were alternate locations available within reason.**

Gary Regan, Airport Engineer

Indianapolis Executive Airport

Page 1 of 4

Federal Aviation Administration
Attn: Gary Reagan
2300 East Devon Avenue
Des Plaines, Illinois 60018

FAX: (847) 294-7046

Re: Comments about proposed elementary school in the "Noise Sensitive Area of Indianapolis Executive Airport.

Dear Mr. Reagan,

The Zionsville School Corporation is building an elementary school directly under the ILS approach to 36 at TYQ.

They are building this school based on a August 5, 1999 study by Fanning Howe Associates, Inc. in which you are quoted along with Pene' Haverscoff of the Chicago District Office. I've enclosed a copy of the letter in which you were mentioned. I apologize for the poor quality it has been copied many times.

I suspect your comment may have been taken out of context, but it has been used to suggest the FAA would be in favor of the schools location or at least not object to it. Indianapolis Executive Airport formerly Indianapolis Terry Airport is a significantly different airport today than it was in 1999. TYQ is most likely the busiest reliever airport in the Indianapolis area with significant jet traffic.

- I can imagine how disappointed the school will be with the airport noise.
- I can hear parents complaining that their child did not hear the teacher give the assignment because there was a lot of noise from the airplanes that day.
- Or that their child was distracted while they were taking the test by the noise of the airplanes.
- Thus the child should be able to retake the test in a quiet setting.

As you are well aware, students and parents have mastered reasons why things are not their fault.

**11329 East State Road 32
Zionsville, IN 46077
317-769-4487**

Indianapolis Executive Airport

The Hamilton County Board of Aviation has suggested the school corporation reconsider the site for the school. The Aviation Association of Indiana is concerned about the site and noticed that your comments to Fanning Howe may be out of context.

There have been a number of noise complaints from the "Austin Oaks and Brittany Chase" sub divisions which is 3 miles south of the airport. Thus, the school being within 1 mile of the airport will be even more troubled by aircraft noise.

I've enclosed the Fanny Howe letter and a recent article that mentions this letter for your reference.

Sincerely

Dan R Montgomery, Airport Manager

**11329 East State Road 32
Zionsville, IN 46077
317-769-4487**

Order 5100.388
Change 1

1/8/84

(9) Assurance 16, Compatible Land Use; and

(10) Assurance 17, Civil Rights.

The nonairport sponsor may also add any other terms and conditions, consistent with the assurances, which it believes are necessary.

807. PROJECTS ON PRIVATELY OWNED PROPERTY - CONDITION IN GRANT AGREEMENT.

a. **Requirement for Agreement.** Assurance 5 requires the sponsor and the private property owner to enter into an agreement that contains provisions specified by the Secretary. To aid in satisfying this requirement, the special condition Noise Projects on Privately Owned Property contained in Appendix 7, shall be included in the grant agreement.

b. **Responsibility for Operation and Maintenance.** The purpose of requiring the special condition Noise Projects on Privately Owned Property in Appendix 7 is to establish that the owner is responsible for maintenance and operation of the noise compatibility improvements, not that the owner is required to conduct any specific operation and maintenance activities. In the case where the private property is a parochial school, for example, this condition should not be construed to mean that the owner is obligated to operate the facility as a school for the useful life of the noise compatibility measures. It should generally be understood, however, that noise compatibility projects should be implemented only in those buildings that can reasonably be expected to be used for a period of time equal to or exceeding the useful life of the project.

808. EASEMENT IN CONJUNCTION WITH SOUNDPROOFING.

A grant under the AIP may not include a requirement that a property owner donate an easement (or other property interest) to the airport sponsor in exchange for noise insulation. FAA policy, however, encourages sponsors to work out such voluntary arrangements locally, exclusive of FAA grant stipulations. Alternatively, the airport sponsor may agree to acquire an easement at the time the structure receives noise insulation. See Paragraph 811 for additional discussion of easement acquisition.

809. REVENUE FROM NOISE COMPATIBILITY PROJECTS.

In some noise compatibility projects, sponsors may acquire property that produces net revenue, such as rents and royalties. Such revenue earned prior to final project closeout shall be deducted from the total cost of that project for determining the net costs on which the grant will be based. Revenue earned after final project closeout shall be considered airport revenue. (See Section 3 for the use of proceeds from the disposal of land acquired for noise compatibility).

Section 2. NOISE COMPATIBILITY PROJECTS

810. GENERAL.

a. Eligible noise compatibility projects generally fall into the following categories: land acquisition (including relocation assistance), noise insulation, runway and taxiway construction (including associated land acquisition, lighting and NAVAIDs), noise monitoring equipment, noise barriers and other Part 150 approved noise abatement/compatibility measures. Sponsors may from time to time propose noise compatibility measures not described in this section. In such a case, contact APP-600 for assistance in determining the scope of FAA approval. In the sponsor's NCP, contact APP-520 for assistance in determining the scope of eligible work in such proposals.

b. Noise compatibility projects usually are located in areas where aircraft noise exposure is significant, as measured in day-night average sound level (DNL) of 65 decibels (dB) or greater. However, projects may also be approved and made eligible in areas of less noise exposure. The

Page 134

NOISE CHARACTERISTICS AND METRICS

Compatible Land Use

Land Use Table

The table on the following page shows land uses that are compatible with YDNL values.

Sponsors should use the Federal guidelines in this table as a starting point; any reasons for local deviations from this table must be explained in the Part 150 documentation. For purposes of Federal environmental analyses, the FAA will use the standards in this table except to the extent that land use planning jurisdictions are actively pursuing buffer zones.

Definition

Buffer zones are areas outside DNL 65 dB that serve as an extra margin of noise buffer between the airport and the community.

NOISE CHARACTERISTICS AND METRICS Compatible Land Use

LAND USE COMPATIBILITY* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

LAND USE	YEARLY DAY-NIGHT AVERAGE SOUND LEVEL (L _{dn}) in DECIBELS					
	BELOW 65	65-70	70-75	75-80	80-85	OVER 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and Nursing Homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes. See the KEY on the facing page.

NOISE CHARACTERISTICS AND METRICS Compatible Land Use

KEY

* The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Y (Yes) = Land use and related structures compatible without restrictions.

N (No) = Land use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30 or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into the design and construction of the structure.

Note (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assumes mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

Note (2) Measures to achieve an NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Note (3) Measures to achieve an NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Note (4) Measures to achieve an NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Note (5) Land use compatible provided special sound reinforcement systems are installed.

Note (6) Residential buildings require an NLR of 25.

Note (7) Residential buildings require an NLR of 30.

Note (8) Residential buildings not permitted.

NOISE CHARACTERISTICS AND METRICS

Compatible Land Use

Individual Perceptions of Noise

Part 150 states that all land uses are considered to be compatible with YDNL less than 65 dB. This does not mean that people exposed to noise outside the 65 dB contour line won't complain about it.

The ranges of YDNL values shown in the land use table on the previous pages reflect statistical variability for responses to noise from large groups of people. They cannot be used to predict an individual's perceptions of their own noise exposure. Also, an area may be intermittently exposed to single event noises that, although they are very loud, when averaged with all the noise over a year, do not put the area inside the 65 dB contour line.



Therefore, when dealing with members of the public who complain about airport noise, it is not appropriate to tell them that they do not have a noise problem because their house/school/church is outside the 65 dB YDNL contour line.

FAA might be the guilty, not the individual.

14 CFR Part 150 Process

NOISE (YDNL)

ZSC Economic Values
at the
Proposed Union Elementary Site

ZSC	1997	80 acres	\$1,000,000.00	\$12,500.00
C Ellis	1997	12	\$240,000.00	\$20,000.00
ZSC	1997	68 acres	\$760,000.00	
Note 1				
Wellspring	2005	68	\$3,944,000.00	\$58,000.00
Donated back to ZSC		17	\$986,000.00	\$58,000.00

Wellspring has 51 acres remaining

ZSC Sale to Wellspring	\$3,944,000.00
ZSC Original Investment	<u>\$760,000.00</u>
ZSC Gain on Sale	<u>\$3,184,000.00</u>
ZSC Potential sale on 17 acres	<u>\$986,000.00</u>
ZSC Profit on Land Speculation	<u>\$4,170,000.00</u>

Note 1

The above information was obtained from Ramon Van Sickle on 1-19-2006, he believes the above figures are the approximate outcome of the ZSC land transactions.

Mr. Van Sickle also suspects the lay of the ZSC land probably is convenient to the developer to not have to put the homes under the flight path, which is why it was donated back to them.

Lastly, Mr. Van Sickle feels ZSC was encouraged to purchase this land to be in the way of the airport. There was opposition to the airport a few years back and Mr Hull was influenced to buy the property.

The ZSC's profit is substantial. ZSC has the economic ability to create options and other more desirable locations.

Lastly, Mr. Van Sickle feels the FAA has never formally endorsed the site as it has been suggested.

Date January 19, 2006



Monday, January 30, 2006

Zionsville Community School Corporation
Attn: Bob Bostwick
900 Mulberry Street
Zionsville, IN 46077

Re: Proposed Union Township Elementary School on CR 300

Dear Bob,

I was asked to find an alternate site for the Union Elementary School. I found a property owner on 421 north of CR 300 and south of CR 200 who is friendly to the Zionsville Community School Corporation (ZSC).

They are willing to sell or exchange their property for the ZSC acreage owns on CR 300. This property is well outside of the airport flight path.

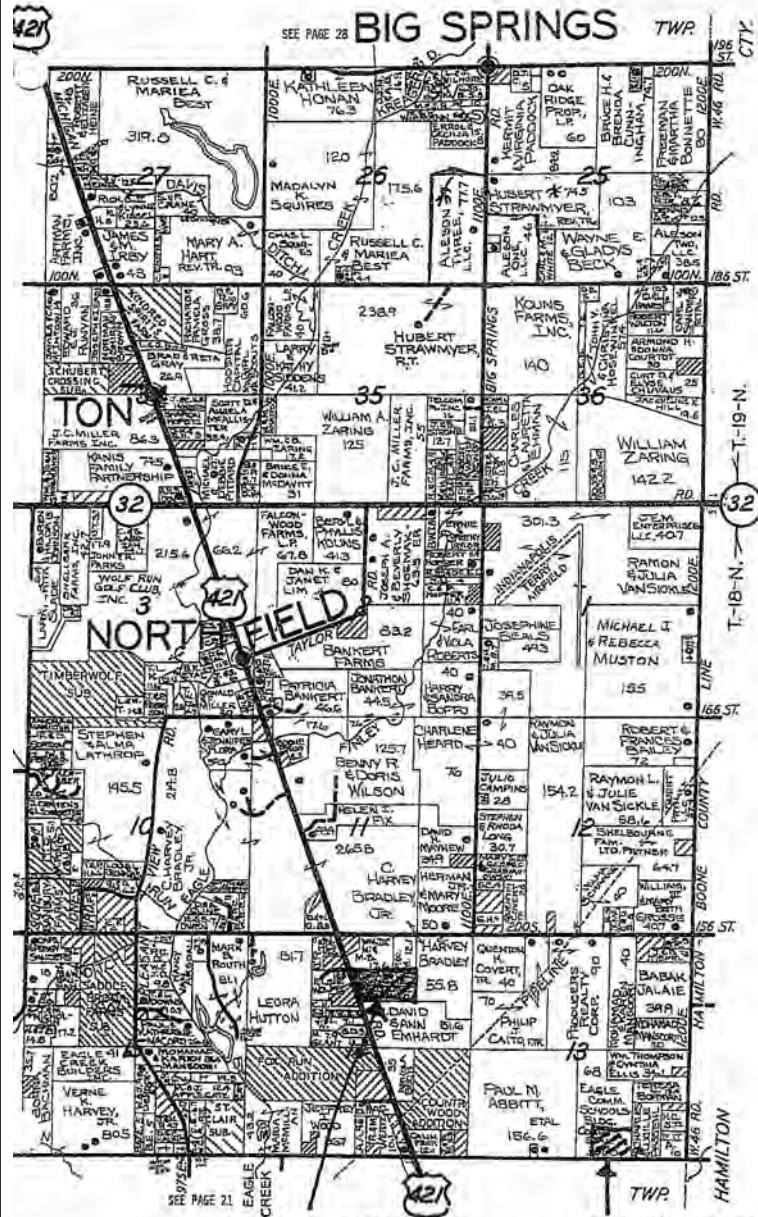
The property is: PT W 1/2 NE 14-18-E2 23.7 Acres, Zionsville, 46077

Sincerely

Mike Baker

Mike Baker

11711 North Meridian Street, Suite 100
Carmel, IN 46032
Office 317-846-6559
Cell 317-413-4129



41224972
CITE: HAMILTON

ZSC (AIRPORT FLY OVER
SCHOOL AT 300' ASL)

TO: JIM KEEFER, P.E. + BART GIBLER
CARL WINKLER 764-4487.

**Compatibility of Proposed Union Elementary
School Site with Operations at Indianapolis
Executive Airport**

HNTB Corporation

November 2004

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A. Background

Zionsville Community Schools owns 80 acres abutting East 300 South Road south of Indianapolis Executive Airport (IEA) in Boone County. A new Union Elementary School is proposed on a 17-acre site within the 80 acres, as shown in **Figure 1**. HNTB Corporation (HNTB), an architectural, engineering, planning consulting firm with extensive experience in the planning and design of international and general aviation airports (see brochure attached to this report), was retained to assess the compatibility of the proposed school site with the operation of IEA in terms of aircraft noise and safety. To assess the compatibility HNTB performed the following tasks:

1. Inventory Federal Aviation Administration (FAA) and other state laws, regulations and guidelines on compatible land use around airports.
2. Calculate the maximum sound level (L_{max}) at the site and the minimum altitude above ground level (AGL) over the site due to the types of aircraft arriving and departing IEA for two north-south runway lengths – the existing 5500 feet and the proposed southerly extension to 7000 feet. The calculations are derived from the current FAA forecasts for IEA and the current 6.1 version of the FAA Integrated Noise Model (INM).

B. Summary of Findings

The following is a summary of HNTB's assessment:

1. The location of the proposed school site in relation to the existing runways at IEA is in compliance with all FAA safety regulations and standards.
2. The location of the proposed school site in relation to the potential north-south runway extension to 7000 feet is in compliance with all FAA safety regulations and standards.
3. The risk of an aircraft accident at the proposed school site is minimal. There have been no aircraft accidents in the vicinity of the site reported by the National Transportation Safety Board (NTSB) from 1976 to 2004.
4. The school would be compatible with FAA Land Use Compatibility Guidelines on noise if the building is constructed to provide a 25 dBA reduction in exterior to interior noise.

C. Findings

C.1 General

1. The center of the proposed school site is located approximately 1,152 feet east of the extended centerline of the north-south runway and approximately 8,653 feet south of the south end of the existing 5500-foot runway – a straight-line distance of approximately 8,755 feet. The center of the proposed school site would be approximately 1,152 feet east of the extended centerline of the north-south runway and approximately 7,157 feet south of the south end of the planned 7000-foot runway – a straight-line distance of approximately 7,235 feet.

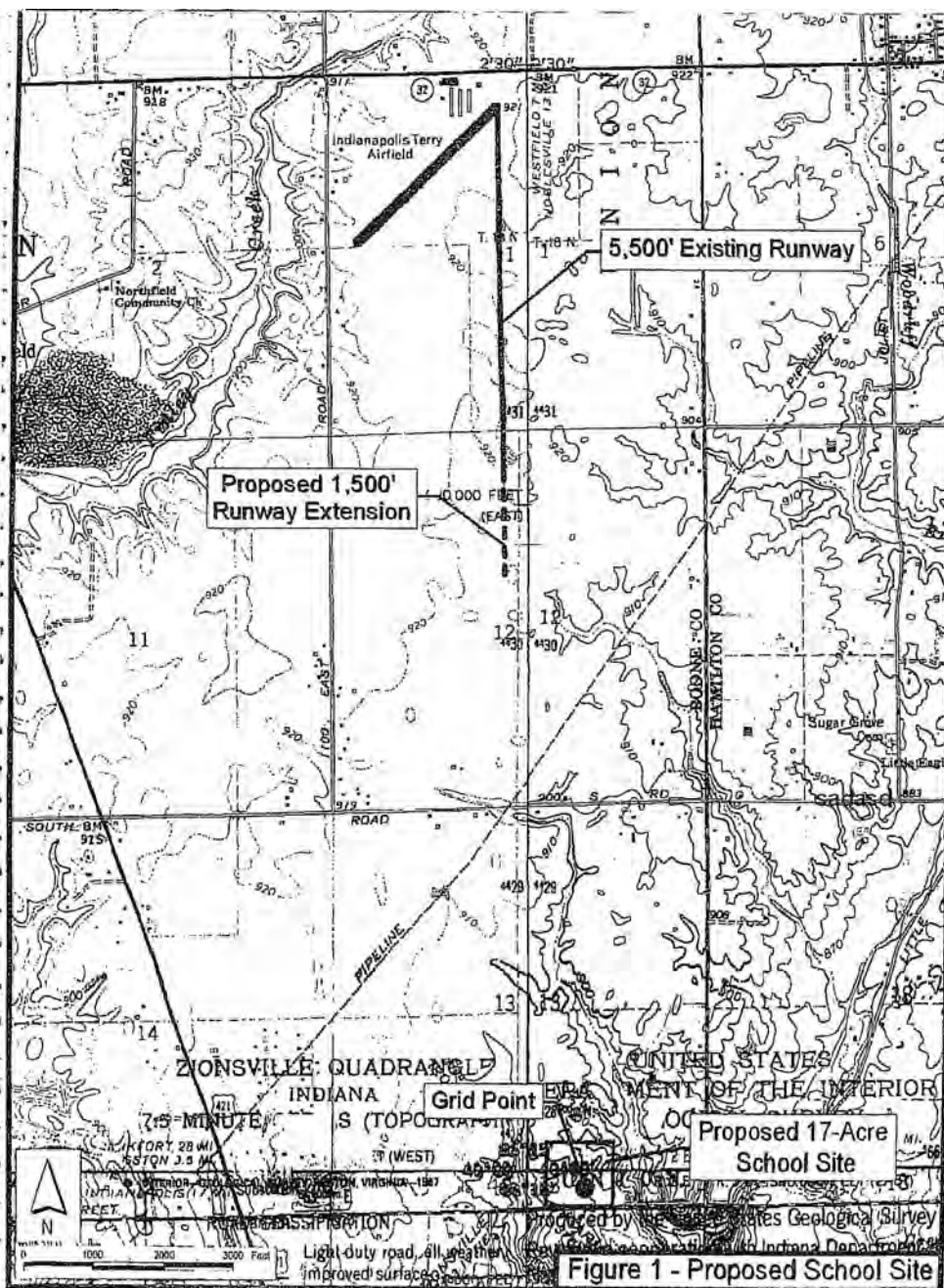


Figure 1 - Proposed School Site

2. IEA is a general aviation (GA) airport and a reliever airport for Indianapolis International Airport (IND) and therefore provides the facilities and services needed to attract the smaller piston, turboprop, and jet engine aircraft that otherwise might operate at IND.
3. The purpose of the planned extension of the north-south runway to 7000 feet is to provide a greater margin of safety on takeoffs and landings for the types of general aviation aircraft currently operating at IEA. It is not intended to attract and serve larger/heavier aircraft, since the runway pavement weight-bearing capacity of 60,000 pounds is not proposed to change.

C.2 Safety

4. The proposed school site would not be considered an obstruction or safety hazard by the FAA. It is located well beyond the runway protection zone (RPZ) required by the FAA, since the maximum distance the RPZ could be from the end of the runway is 2700 feet and the site is over 7000 feet from the extended runway end.
5. The safety record at IEA is excellent. NTSB records have a total of only two accidents involving aircraft operating at IEA since 1976.² One accident occurred on the airport on July 12, 1998 when the aircraft collided with a taxiway light on landing. The other occurred north of the airport near Sheridan, IN on September 25, 2002 when the aircraft crashed while performing an aerobatic maneuver. No accident/crash has occurred in the vicinity of the proposed school site since 1976.
6. The location of the proposed school site is considered compatible with all U.S. states' laws, regulations and guidelines related to land use around airports except Florida and potentially California. Florida law prohibits the location of a school off the end of a runway within a rectangle 5 miles in length and 1/2 the runway length in width. The proposed school site is located off the end of the existing 5500-foot runway within a rectangle 1.7 miles in length and approximately 2700 feet in width, and therefore inconsistent with Florida law since it is within 2750 feet in width for the existing runway and within 3500 feet in width for the extended runway.

Note: A major safety concern regarding land use is the risk of an accident involving a large assembly of people, which decreases with increasing distance from the runway end. This makes the Florida law appear to be based on a historical accident involving a school, since it does not prohibit the location of other land uses with large assemblies of people such as a stadium, hospital, large nursing home or apartment complex very close to the runway end.

The California Airport Land Use Planning Handbook contains guidelines that recommend the prohibition of children schools inside a rectangular Zone 4 off the runway end. The proposed 17-acre school site would be located outside of this Zone 4 for the existing 5500-foot runway, but the western edge of the 17-acre proposed

¹ Telephone conversation between Carl Winkler of Montgomery Aviation, Inc. and Larry Dallam of HNTB; August 2004.

² "Accident" is defined as an occurrence where any person either on or in contact with an aircraft with the intent to fly is killed or seriously injured, or where the aircraft is destroyed or suffers substantial damage.

school site is located about 100 feet inside of Zone 4 for the future 7,000-foot runway. The school would be outside of Zone 4 if it is constructed in the eastern portion of the site. The school will be in a Zone 6 for both the existing and future runways, and the California Handbook states that schools should be avoided in Zone 6 unless no feasible alternative is available. See Section D.1 for the location of the proposed school site with the California zones.

C.3 Noise

7. According to FAA land use compatibility guidelines, schools are incompatible with noise levels equal to or greater than 65 dBA DNL (day-night level), unless the community determines the school must be allowed and the school construction includes measures that will provide exterior to interior noise reduction of 25 decibels (dB) if the DNL is between 65 dBA and 70 dBA. HNTB has estimated the noise level in the year 2020 at the proposed school site to be 67.6 dBA DNL for both the existing runway and the extended runway -- based on available information on the fleet mix and number of nighttime operations, which could be in error. Also, there are several Lear25-type jets at the airport that contribute about 90% of the total noise exposure. The Lear25 is the noisiest aircraft in the national GA jet fleet, but is no longer manufactured and therefore will slowly disappear from the fleet and IEA.

The DNL thresholds in the FAA land use compatibility guidelines are based on social surveys of public reactions to different noise levels developed under the auspices of the U.S. Environmental Protection Agency. The DNL noise metric is based on a cumulative (all daily aircraft operations) 24-hour Equivalent Sound level (LEQ) that incorporates a 10 dBA penalty for aircraft operating between 10:00 p.m. and 7:00 a.m. to account for people's increased sensitivity to nighttime noise. If the nighttime penalty were not applied, since the school is presumably not in session after 10:00 p.m. and before 7:00 a.m., the LEQ would be less than 65 dBA (63.7 dBA) and therefore the school could be considered compatible.

8. The determination of the maximum noise level (Lmax) of aircraft flights over a noise-sensitive property can assist in the design of sound attenuation in the structure. The Lmax of a flight directly above the proposed school site by a single aircraft from IEA is 98.1 dBA on takeoff and 91.2 dBA on landing (Lear25 jet) for the existing runway compared to 98.1 dBA and 92.8 dBA, respectively, for the extended runway. If the Lear25 were not operating at IEA in 2020, the maximum noise level by a GA aircraft at the proposed school site would be 90.4 dBA on takeoff and 83.5 dBA on landing for the existing runway compared to 90.4 dBA and 85.4 dBA, respectively, for the extended runway. Table 1 presents the common sounds of activities in the environment.

C.4 Altitude

9. The minimum altitude above ground level (AGL) of a flight directly above the proposed school site by aircraft operating at IEA is 549 feet on landing on the existing runway and 471 feet on landing on the extended runway. On takeoff the minimum altitude AGL on an average day would be 1,070 feet for both the existing and extended runways. Note that altitude will vary with temperature, winds, aircraft performance, takeoff weight, and pilot technique.

Table 1 Common Sounds on the dBA Scale

Sound Source	Sound Level (dBA)	Relative Loudness	Relative Sound Energy
Military jet fighter at 500 feet	130	128	10,000,000
Rock music with amplifier (uncomfortably loud)	120	64	1,000,000
Loud motorcycle at 20 feet	110	32	100,000
Jet plane takeoff (B727) at 1000 feet	100	16	10,000
Orchestral crescendo at 25 feet; Motorcycle at 25 feet; Diesel locomotive (20-30 mph) at 50 feet	90	8	1,000
Busy street; Diesel truck (moderately loud) 40 mph at 50 feet	80	4	100
Interior of department store; Vacuum cleaner at 10 feet	70	2	10
Ordinary conversation at 3 feet; Air conditioner at 20 feet	60	1	1
Quiet urban daytime; Dishwasher next room	50	½	0.1
Average office	40	¼	.01
City residence (very quiet)	30	1/16	0.001

Source: HNTB analysis from multiple sources.

D. Methodology and Assumptions

This section describes the methodology and assumptions used to reach the findings discussed in Section C.

D.1 Safety

HNTB has attempted to contact all states' Department of Transportation (DOT) to determine if they require land use controls in addition to FAA requirements. Replies were received from all but seven states (CT, IA, KS, OK, SC, VT and VA). Of the 43 replies, eleven states have enabling legislation for airport safety zoning for land use, of which six address safety zoning outside the FAA RPZ.

New Jersey has mandatory safety zoning standards promulgated by the DOT for adoption by affected municipalities. The DOT safety zoning standards only apply to the general aviation airports.

Florida prohibits schools within a rectangle 1/2 the runway length in width and 5 miles in length beginning at the runway end. Idaho gives the DOT authority to issue airport safety regulations but the DOT has not done so.

Maryland DOT controls land use around its major airports. Prohibited land uses are those that would interfere with the operation of the aircraft (e.g., smoke, electronic transmission lines, etc.). Land use with frequent or significant congregation of people is prohibited in designated clear zones (RPZs).

Minnesota DOT has adopted airport safety zones and standards for allowable land use that local zoning authorities must comply with or receive approval from the DOT for any deviation from the standards. The zones are trapezoidal-shaped areas that include the FAA RPZ and extend its sides outward a distance equal to the runway's length. Schools are prohibited in the zones. The proposed school site is located outside the Minnesota safety zones for both the existing and extended runways.

California enables counties to establish Airport Land Use Commissions (ALUCs) that prepare and adopt airport land use plans and coordinate with local agencies to ensure compatible land uses. The DOT is mandated to develop a program to assist in the training and development of ALUCs. The DOT has prepared a comprehensive handbook that recommends six safety zones and compatible land uses within the zones.

Figure 9K, Safety Compatibility Zone Examples, in the January 2002 California Airport Land Use Planning Handbook is attached. Example 2 represents the existing 5,500-foot runway at IEA and Example 3 the 7,000-foot runway. Figure 2 shows the location of the proposed school site with respect to the safety zones of Example 2 and Figure 3 with respect to the safety zones of Example 3. The proposed school site is located about 8,000 feet from the existing runway end and therefore lies outside of Zone 4 in Example 2. The proposed school site is less than 10,000 feet from the end of the 7,000-foot runway and the western edge of the 17-acre proposed school site is about 400 feet east of the runway centerline and therefore is located 100 feet inside of Zone 4 in Example 3. Children schools should be prohibited in Zone 4 as shown in attached Table 9B of the Handbook. The proposed school site is located within Zone 6 for both Example 2 and 3, and the California Handbook states that schools should be avoided in Zone 6 unless no feasible alternative is available. Note that Zone 1 corresponds to the FAA RPZ in the Handbook.

Washington mandates local governments to protect airports from incompatible development and requires formal consultation with the state DOT. The DOT has prepared guidelines based on the California handbook and database.

D.2 Noise and Altitude

The FAA's INM, version 6.1, was used to determine the noise values and altitudes at the proposed school site. The grid point shown in Figure 1 was established within the 17-acre proposed site to determine the maximum sound level (L_{max}) on takeoff and landing produced by each aircraft type that typically operates to and from IEA.³ L_{max} noise values were calculated at the grid point with aircraft on straight-out and straight-in flight tracks along

³ As there are many types of GA single-engine, multi-engine, turboprop, and jet aircraft, INM produces noise and altitude data for representative aircraft types per the FAA's pre-approved substitution list.

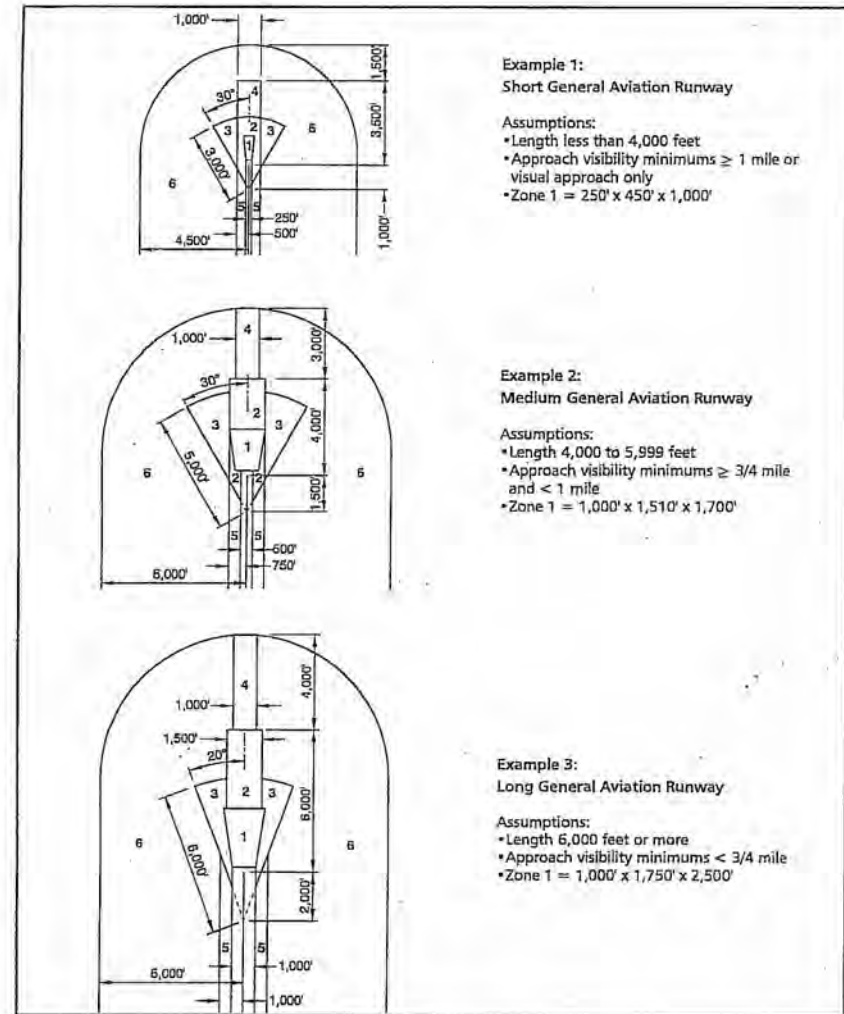
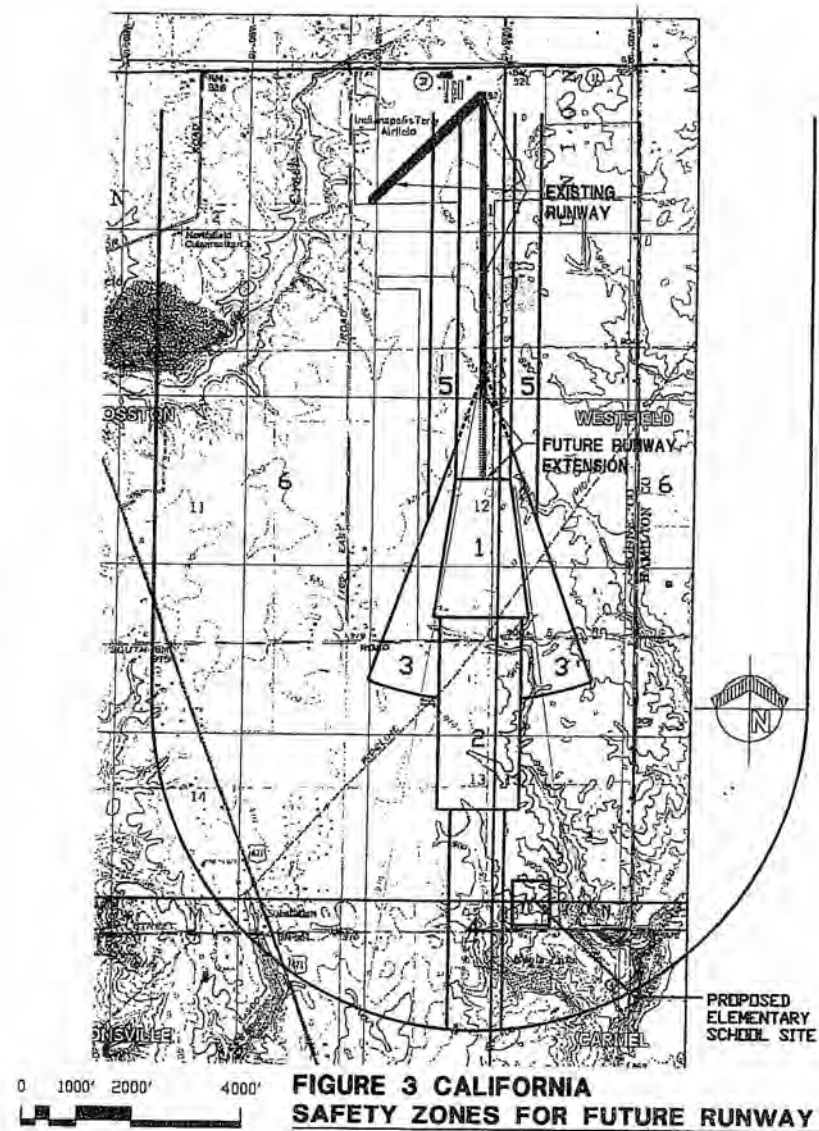
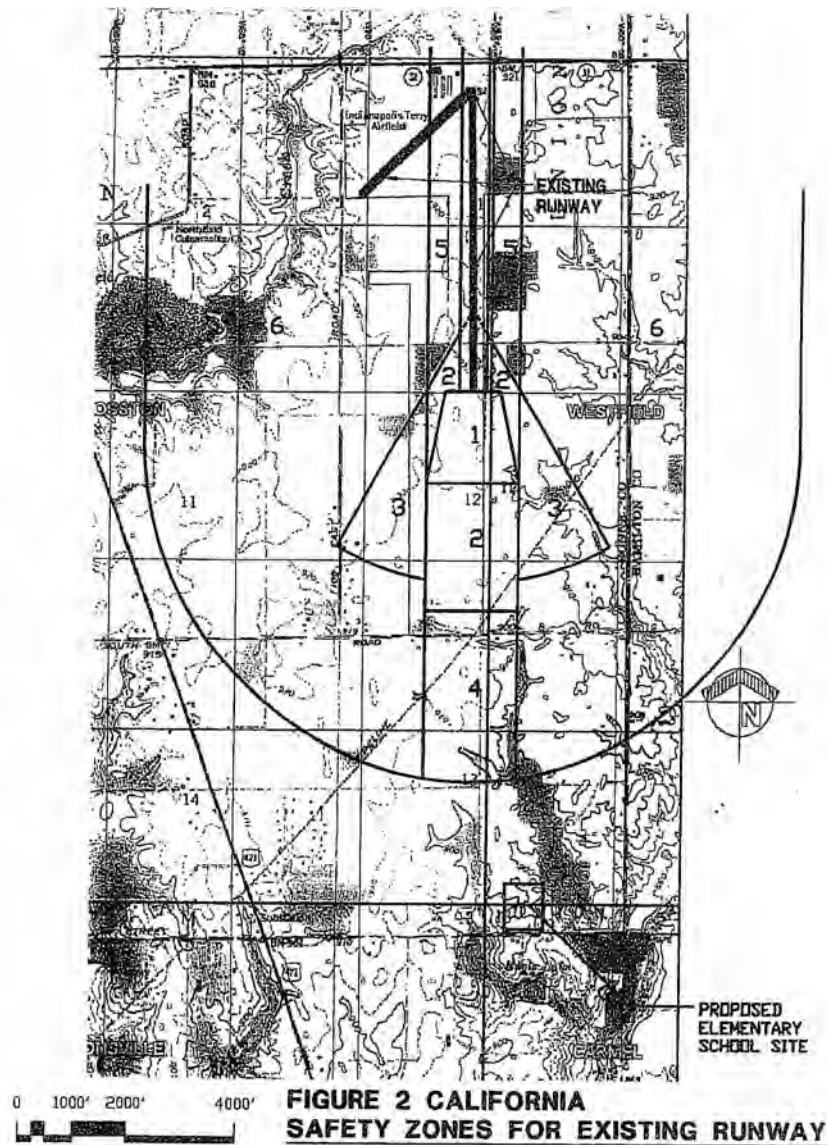


FIGURE 9K

Safety Compatibility Zone Examples General Aviation Runways



Zone 1: Runway Protection Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Very high risk > Runway protection zone as defined by FAA criteria > For military airports, clear zones as defined by AICUZ criteria 	<ul style="list-style-type: none"> > Airport ownership of property encouraged > Prohibit all new structures > Prohibit residential land uses > Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area
Zone 2: Inner Approach/Departure Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Substantial risk. RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation) > Zone extends beyond and, if RPZ is narrow, along sides of RPZ > Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation 	<ul style="list-style-type: none"> > Prohibit residential uses except on large, agricultural parcels > Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable) > Prohibit children's schools, day care centers, hospitals, nursing homes > Prohibit hazardous uses (e.g. aboveground bulk fuel storage)
Zone 3: Inner Turning Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Zone primarily applicable to general aviation airports > Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude > Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading 	<ul style="list-style-type: none"> > Limit residential uses to very low densities (if not deemed unacceptable because of noise) > Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable) > Prohibit children's schools, large day care centers, hospitals, nursing homes > Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B

Basic Safety Compatibility Qualities

Zone 4: Outer Approach/Departure Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Situated along extended runway centerline beyond Zone 3 > Approaching aircraft usually at less than traffic pattern altitude > Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common > Zone can be reduced in size or eliminated for runways with very-low activity levels 	<ul style="list-style-type: none"> > In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas > Limit nonresidential uses as in Zone 3 > Prohibit children's schools, large day care centers, hospitals, nursing homes
Zone 5: Sideline Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Encompasses close-in area lateral to runways > Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff > Area is on airport property at most airports 	<ul style="list-style-type: none"> > Avoid residential uses unless airport related (noise usually also a factor) > Allow all common aviation-related activities provided that height-limit criteria are met > Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities > Prohibit children's schools, large day care centers, hospitals, nursing homes
Zone 6: Traffic Pattern Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> > Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe > Zone includes all other portions of regular traffic patterns and pattern entry routes 	<ul style="list-style-type: none"> > Allow residential uses > Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities > Avoid children's schools, large day care centers, hospitals, nursing homes
Definitions	
As used in this table, the following meanings are intended:	
<ul style="list-style-type: none"> > <i>Allow:</i> Use is acceptable > <i>Limit:</i> Use is acceptable only if density/intensity restrictions are met > <i>Avoid:</i> Use generally should not be permitted unless no feasible alternative is available > <i>Prohibit:</i> Use should not be permitted under any circumstances > <i>Children's Schools:</i> Through grade 12 > <i>Large Day Care Centers:</i> Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed. > <i>Aboveground Bulk Storage of Fuel:</i> Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes) 	

TABLE 9B CONTINUED

the extended runway centerline. INM was also used to obtain the minimum departure and arrival altitudes of each aircraft type at the grid point relative to the airfield elevation. Topo from the USGS (United States Geological Survey) map of the area was used to convert the above airfield elevation altitude to AGL at the grid point (approximately 22 feet lower than the airfield elevation). The noise and altitude values by aircraft type at the grid point on the proposed school site are presented in Table 2. Note that the data presented in Table 2 represents noise values and altitudes on an average day. Although INM produces reliable data on aircraft noise values and altitudes, variations in temperature, wind speed and direction, aircraft performance, takeoff weight, and pilot technique will result in deviations from the typical noise values and altitudes.

To obtain an estimate of cumulative noise metrics for the year 2020 over a 24-hour period (i.e., DNL and LEQ), additional information was needed on the number of aircraft operations by type projected at IEA, as well as the time of day of those operations (i.e., daytime versus nighttime). For the purposes of the DNL metric, daytime is defined as 7:00 a.m. to 9:59 p.m. and nighttime is defined as 10:00 p.m. to 6:59 a.m.

Year 2020 operations were projected to be 48,111 at IEA by applying FAA-growth rates for single-engine, multi-engine, turboprop, and jet GA aircraft to the year 2004 FAA Terminal Area Forecast at IEA of 27,920 annual operations – because the FAA forecast from 2004 to 2020 remained constant. The application of the growth rates (3.5% average annual rate) provides a conservative estimate of year 2020 operations and is in line with the Fixed Base Operator's (FBO) projections that based aircraft and operations will increase. The FBO at IEA is Montgomery Aviation, Inc. The FBO did not have sufficient data to establish a definitive percentage of fleet mix that are props versus jets; therefore, fuel sale data from the FBO was used to produce an estimate of 40% props and 60% turboprops and jets. Nighttime operations were assumed to be 15% of the average daily operations, based on input from the FBO. Departure and arrival flight tracks were assumed straight-out and straight-in along the extended runway centerline.

The INM calculated the average daily sound levels at the grid point within the proposed school site to be 67.6 dBA DNL and LEQ 63.7 dBA for both the existing runway and the extended runway. As discussed in the next paragraph, the assumptions used to generate these estimates of cumulative noise exposure are conservative from the perspective of potential noise impacts; it is possible that the cumulative estimates are somewhat high.

The available data needed for the INM to produce a cumulative noise levels does not have the necessary level of refinement to reasonably estimate DNL or LEQ; the analysis provided herein is thus done from a conservative perspective so that cumulative noise is not underestimated. There are a few factors that would need additional data gathering in order to create a reasonable estimate of DNL and LEQ. The estimate of nighttime ops (15%) is higher than typical, but possible given early morning jet departures. Since there is no Air Traffic Control Tower at IEA, it would be necessary to manually record the type and time of day of aircraft operations at the airport for several days in order to get a better fleet mix and day/night data. There are also several Lear25-type aircraft based at the airport that contribute about 90% towards the total noise exposure and the disposition of these aircraft in 2020 is uncertain since they are no longer manufactured. It would be useful to interview the operators of these based jets to determine their fleet replacement plans.

Table 2 - Noise and Altitude Values by Aircraft Type on Average Day

Grid Point	Runway & Operation	Lmax (dB) by Aircraft Type												Altitude (feet AGL) Above Grid Point by Aircraft Type												Min																			
		BECSEP			CL001			CNA172			CNA206			CNA441			CNA500			DHC6			GASEPP				GASVP			GLIB			GV			JA125			LEAR35			MU3001			Max
		MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP		MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP	MEP	Jet	SEP							
At proposed school site	Existing Runway	75.0	78.0	66.8	75.4	78.4	68.4	78.8	72.4	68.4	72.0	80.4	74.3	78.2	63.4	68.1	93.7	92.2	88.6																										
	Departure	75.0	78.0	66.8	75.4	78.4	68.4	78.8	72.4	68.4	72.0	80.4	74.3	78.2	63.4	68.1	93.7	92.2	88.6																										
	Arrival	76.4	78.1	62.1	76.8	75.5	76.7	82.8	65.8	74.5	83.5	78.8	78.1	73.6	61.2	78.0	97.2	95.1	92.1																										
	Future Runway Configuration (7000' length, extended to the south)	77.8	79.7	63.8	75.0	76.9	78.3	84.2	67.3	78.0	85.4	80.3	80.8	77.4	62.8	80.3	92.8	90.3	87.4																										
At proposed school site	Existing Runway	75.0	78.0	66.8	75.4	78.4	68.4	78.8	72.4	68.4	72.0	80.4	74.3	78.2	63.4	68.1	93.7	92.2	88.6																										
	Departure	75.0	78.0	66.8	75.4	78.4	68.4	78.8	72.4	68.4	72.0	80.4	74.3	78.2	63.4	68.1	93.7	92.2	88.6																										
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	Future Runway Configuration (7000' length, extended to the south)	77.8	79.7	63.8	75.0	76.9	78.3	84.2	67.3	78.0	85.4	80.3	80.8	77.4	62.8	80.3	92.8	90.3	87.4																										
Notes:		MEP = Multi-Engine Piston																																											
		SEP = Single-Engine Piston																																											

E. List of Acronyms and Glossary

AGL – Above Ground Level

dB – Decibels; a unit for expressing the relative intensity of sounds on a scale.

dBA – Decibels on the A-weighted scale, which is the scale more sensitive to the human ear.

DNL – Day Night Level metric that describes aircraft noise. It is the logarithmic average sound level measured in decibels weighted to closely approximate the sensitivity of the human ear. DNL is based on the annual average of 24-hour Equivalent Sound Level, (LEQ), and is weighted to account for increased noise sensitivity during nighttime hours (10:00 p.m. to 7:00 a.m.). For example, 65 dBA DNL is the Day Night Level of 65 decibels on the A-weighted scale.

DOT – Department of Transportation

FAA – Federal Aviation Administration (of the United States Department of Transportation)

FBO – Fixed Base Operator

GA – General aviation

INM – Integrated Noise Model, which calculates DNL noise levels at specified points based on aircraft flight paths/altitudes, number of operations by time of day, and engine types of the fleet.

IEA – Indianapolis Executive Airport

LEQ – Equivalent Sound Level

Lmax – Maximum sound level in dBA from a single event (e.g., aircraft takeoff or landing)

NTSB – National Transportation Safety Board

PLANNING SERVICES

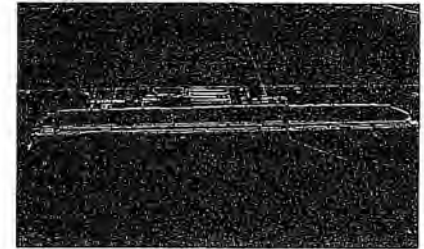
- Master planning
- Airport Layout Plans
- Environmental analysis
- Site selection
- Financial planning
- Cargo facility planning
- Strategic planning
- Noise management
- Land use planning
- Zoning studies

AIRFIELD ENGINEERING SERVICES

- Airfield capacity analysis
- Benefit/cost analysis
- Environmental assessments
- Geotechnical studies
- Wetland mitigation
- Site preparation and drainage
- Pavement evaluation and design
- Contract plans/specifications
- Construction phasing and safety plans
- Construction administration and management
- Specialty systems planning and design

ARCHITECTURE SERVICES

- Planning
- Programming
- Architectural design
- Special systems planning and design
- Interior design
- Baggage handling systems
- Landscape architecture
- Urban design and planning
- Building systems design
- Security
- Construction administration



Newton City-County Airport GEC
Newton, KS

As general aviation airports look to the future, HNTB provides planning services that are visionary, yet realistic and flexible. Evaluating growth needs, environmental impacts, safety and security issues, and financial considerations are all important parts of a process that ultimately result in an efficient master plan.

As a recognized leader in airfield planning, design and construction management, HNTB has the resources to help ensure that an airport's new or improved airfield infrastructure satisfies short-term capacity needs and long-term goals for growth.

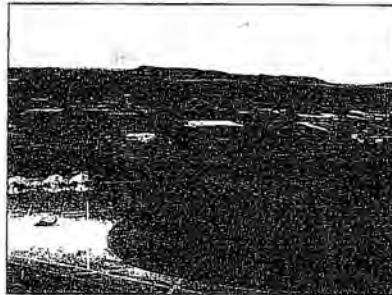
HNTB's professionals also bring their expertise to a wide variety of facilities projects at general aviation airports. Whether an airport is adding a new passenger terminal, administration building, hangars, cargo or landside facility, our planners and designers work with clients to evaluate development and design options that will satisfy their airports' existing and future needs.

HNTB

GENERAL AVIATION PLANNING AND DESIGN

PROJECT TYPES

- Airside and landside facilities planning
- Terminal studies/master plans
- Airport location studies
- Airspace analysis
- New runways
- Runway extensions
- Taxiway systems
- Runway/taxiway reconstruction
- Pavement management systems
- Drainage systems
- Fueling systems
- Runway and taxiway lighting
- Airfield signage
- Navigational aids
- New passenger terminal design
- Terminal expansions/renovations
- Aircraft maintenance and storage facilities
- Airport offices and administrative facilities
- Cargo facilities
- Airport maintenance structures
- Construction management
- FAA grants administration



Westover Metropolitan Airport GEC
Chicopee, MA



Salina Municipal Airport
New Runway 12-36
Salina, KS

More than 18,000 local and regional airports operate across the United States, serving the transportation needs of businesses, families, schools, hospitals and other users in smaller communities. These airports also give sport aviators the freedom to travel from coast to coast, while avoiding the congestion issues of large commercial airports.

Although they cater primarily to general aviation or non-commercial flights, these airports have similar needs for professional planning, engineering and architectural design services as larger airports. In fact, these communities are under significant pressure to upgrade their services as local air traffic increases.

HNTB brings its full-service capabilities, from planning and design to construction oversight, to general aviation facilities nationwide. It is not only the firm's industry-leading expertise that makes it uniquely suited to serve these airports, but our professionals' relationships as neighbors and even aviators who utilize the local and regional facilities.

AVIATION

HNTB

UNION ELEMENTARY 2-1-06

Airport proposes school land swap

By Rod Rose
For the Times Sentinel

Indianapolis Executive Airport officials are making the Zionsville school district an offer they hope won't be refused.

A new Union Elementary School being built on 146th Street is directly in the flight path of general aviation aircraft, including jets, that use the airport on State Road 32.

Tuesday morning, Jan. 31, airport officials said they've found a better site — 24 acres on the east side of U.S. 421 between Boone County Roads 200 and 300 South. The land, north of the Country Wood subdivision, is in woods and farmland.

"It's an absolutely perfect fit," said Michael Baker, an airport real estate consultant.

Baker found the property by searching plat maps and past land sale offers.

Airport officials are suggesting Zionsville Community Schools do a land swap — a "1031," Baker said, with the unidentified owners of 24 acres on U.S. 421. "They are willing to sell or exchange their property for the ZCS acreage" on 146th Street, Baker told Bob Hostwick, ZCS

project administrator, in a letter dated Jan. 30.

In letters, mailed to all ZCS school board members Monday, airport officials outlined the proposal. None of them could be reached before *Times Sentinel* press time.

The land swap is also about choice, said Jack Vandever, Zionsville's master-certified flight instructor at IEA.

The school location made sense in 1997, when IEA was Terry Airport, a small general aviation field used primarily by privately-owned light aircraft. Zionsville schools owned 68 acres on the north side of 146th Street. It sold that property to a developer, who announced plans to build the Abbit Farms subdivision. The developer donated 17 acres for a school.

But soon after the Hamilton County Board of Aviation bought Terry Airport in July 2003, the agency announced significant expansion plans.

People who buy homes in Abbit Farms will know aircraft will be flying over their homes dozens of times a day. Carl Winkler, Montgomery Aviation Inc. vice president and former

Turn to AIRPORT/A3

Airport

Continued from A1

Terry Airport owner, said.

"But the moms and dads who have children at the school won't have a choice," Vandever said.

Although there are plans to noise-proof the school, Vandever said that won't help anyone who is outside the school, during recess or after school events.

"Our schools are family centers," he said. And family centers should not be "under short final for a runway," he said.

The airport plans to extend its Runway 36, increasing the number of general aviation piston- and jet-powered aircraft. The airport averages two jet operations per hour daily, and "four to

five" on a busy day, Winkler said.

Airport officials say Runway 36 is designated for precision instrument landing approaches. Those are landings that occur at night, or during inclement weather.

When that extension is finished, aircraft will be only 300 feet above the school's roof, Vandever said.

In September 2005, aviation board president Tom Kubostasy wrote "ZCS" school board President Mark Englert there had been three emergency landings at the airport in 2004.

Zionsville Community Schools officials have said they had no other site options for the \$14.6 million building due to open in May 2007. It will replace the current 50-year-old

Union Elementary, on S.R. 32 about a half mile west of U.S. 421.

Baker said the proposed school site has water service; natural gas service is just across U.S. 421, and sanitary sewer lines are less than one-quarter mile away.

FEB-01-2006 WED 10:24 AM

FAX NO.

TO: TOM KAPOSTAS

FYI

facsimile transmittal

802-5242

Indiana Department of Transportation
100 North Senate Avenue
Suite N901
Indianapolis, Indiana 46204-2210

Date: February 1, 2006

Number of pages including cover sheet: 3

TO: FROM:

Carl Winkler	Andy Nahrwold, Airport Engineer
Indianapolis Executive Airport	INDOT, Multi-modal Division- AERONAUTICS SECTION
PHONE (317) 769-4487	PHONE (317) 232-1487
FAX (317) 769-3207	FAX (317) 232-1499

REMARKS:

☐ Urgent ☐ For your review ☐ Reply ASAP ☐ Please Comment

Carl -

I am faxing the permit letter and the application review letter. In both cases, we have noted that noise sensitive construction near airports is not desirable. In the permit letter, we have additionally noted that this development is an incompatible land use. As you can see, the permit letter has been recorded at the Boone County Recorder's office.

Andy Nahrwold

FEB-01-2006 WED 10:25 AM

FAX NO.



INDIANA DEPARTMENT OF TRANSPORTATION

Aeronautics Section

100 North Senate Avenue, Room N901
Indianapolis, Indiana 46204-2210

(317) 232-1496

FAX: (317) 232-1499

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MITCHELL E. DANIELS, JR., Governor
THOMAS O. SHARP, Commissioner

Writer's Direct Line
(317) 232-1481

Certified Mail # 7005-0500-0000-1090-7172

June 3, 2005

William E. Payne, AIA
Fanning/Bowey Associates, Inc
9025 North River Road, Suite 200
Indianapolis, IN 46240

Subject: Noise Sensitive Permit

Dear Mr. Payne:

The Indiana Department of Transportation, Aeronautics Section has reviewed your application to construct an elementary school on the attached described property (legal description attached) within the noise sensitive area of Indianapolis Executive Airport located in Boone County, Indiana. In order to process the application, a copy of the certified site plan stamped by the Boone County Area Plan Commission must be submitted with the following statement on it:

"The permittee acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this permit experiences or may experience significant levels of aircraft operations, and that the permittee is erecting a building designed for noise sensitive use upon the real estate, with the full knowledge and acceptance of the aircraft operations as well as any effects resulting from the aircraft operations."

Indiana Code reflects that noise sensitive construction near airports is not desirable. However, if the above requirements are met, a noise sensitive permit will be issued by this department.

For any questions you may have pertaining to this information please contact me at (317) 232-1487.

Sincerely,

Dr. Andrew Nahrwold, EIT
Assistant Airport Engineer, Aeronautics Section
Multi-Modal Division
Indiana Department of Transportation

Attachment: Property Legal Description

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RECEIVED

JAN 05 2006

AERONAUTICS

FEB-01-2006 WED 14:52 FAX NO 21060000303 P. 01

INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N901
Indianapolis, Indiana 46204-3249
(317) 232-1496 FAX: (317) 232-1499
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JOSEPH E. KERNAN, Governor
J. BRYAN NICOL, Commissioner

Certified Mail # 7003-0500-0000-1090-5075

January 5, 2006

200600000303
Filed for Record in
BOONE COUNTY, INDIANA
MARY ALICE "SAM" BALDWIN
01-11-2006 at 01:29 pm.
MISC 32.00

3 FANNING

900 Mulberry Street
Zionsville, IN 46077
By: William E. Payne, AIA
Fanning/Howey Associates, Inc.

Subject: Noise Sensitive Permit #06-IN-01-NS

Dear Mr. Payne:

The Indiana Department of Transportation, Aeronautics Section has reviewed your application to construct an elementary school on the attached described property within the noise sensitive area of the Indianapolis Executive Airport located in Boone County, Indiana. The application submitted is hereby approved.

The INDOT Aeronautics Section generally views development in a noise sensitive area as not desirable. Indiana code acknowledges that this type of development is an incompatible land use and requires a noise sensitive permit for the purpose of providing disclosure to the potential buyer or builder with the following clause:

"The permittee acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this permit experiences or may experience significant levels of aircraft operations, and that the permittee is erecting a building designed for noise sensitive use on the real estate, with the full knowledge and acceptance of the aircraft operations as well as any effects resulting from the aircraft operations."

Attached is a copy of your application, legal description, and site plan, which along with this letter is considered to be a part of Noise Sensitive Permit #06-IN-01-NS (6 pages total).

This permit is issued in accordance with Indiana Regulation of Tall Structures Act IC 10-8-4-16-3(b) and does not relieve the sponsor of any compliance responsibilities relating to the law, ordinance, or regulation of any federal, state, or local government body. This is not a permit for construction of a tall structure that falls under Indiana Regulation of Tall Structures Act IC 10-8-21-10-3(a).

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Date: Fri, 15 Aug 2008 10:41:47 -0500
From: "Andrew Facer" <afacer@facer-ins.com>
To: <TYQMasterplan@aerofinity.com>
Subject: Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Andrew R. Facer, President
FACER INSURANCE AGENCY, INC.
554 Liberty Ave.
P.O. Box 898
Rantoul, IL 61866
800-727-2147

Date: Fri, 15 Aug 2008 09:58:09 -0500
From: "DON PEYTON" <don_peyton@aearo.com>
To: <TYQMasterplan@Aerofinity.com>, <Carl@montgomeryaviation.net>
Subject: Support of Master Plan for Indy Exec Airport

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

[UTF-8?]

The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Don Peyton
Peltor Sales Manager - US
6684 Wimbledon Dr
Zionsville, IN 46077

Date: Tue, 19 Aug 2008 10:18:41 -0500
From: "DON PEYTON" <don_peyton@aearo.com>
Subject: Updated email address

Good morning,

I wanted to let you know that my email address has changed so you have an opportunity to update your records before I can no longer receive emails at the old address.

Old email = don_peyton@aearo.com

New email = don.peyton@mmm.com

Regards,
Don

Date: Fri, 15 Aug 2008 14:57:44 +0000
From: "Deborah Sawyer" <dgaughan@att.net>
To: TYQMasterplan@aerofinity.com
CC: Carl@montgomeryaviation.net (Carl Winkler)
Subject: Approval of master plan for Indianapolis Executive Airport
Dear Aerofinity,

I wholeheartedly support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957, long before any residential growth, and is compatible with the Light Industrial and General Business zoning that now surrounds the airport property.

The airport is an economic asset for all of Boone County, Hamilton County and Northern Marion County, and generates a desirable tax base for Union and Eagle Township.

[UTF-8?]The added safety of the runway length will benefit thousands of travelers now using the airport. Civilian aviation has a role in the country's defense; upgrades and improvements would be valuable in emergency situations.

Please forward my comments to all involved in this process. I hope the Master Plan will be approved.

Sincerely

Deborah A. Sawyer, CPA
595 Hampshire Court
Carmel, IN 46032
317-407-2155

Dear Aerofinity,

I wholeheartedly support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957, long before any residential growth, and is compatible with the Light Industrial and General Business zoning that now surrounds the airport property.

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[UTF-8?]The added safety of the runway length will benefit thousands of travelers now using the airport. Civilian aviation has a role in the country's defense; upgrades and improvements would be valuable in emergency situations.

Please forward my comments to all involved in this process. I hope the Master Plan will be approved.

Sincerely

Deborah A. Sawyer, CPA
595 Hampshire Court
Carmel, IN 46032
317-407-2155

Date: Fri, 15 Aug 2008 10:27:13 -0400
From: "Ladika, Douglas" <dladika@butler.edu>
To: "TYQMasterplan@Aerofinity.com" <TYQMasterplan@Aerofinity.com>
CC: "Carl@montgomeryaviation.net" <Carl@montgomeryaviation.net>
Subject: Master Plan TYQ (Indianapolis Executive Airport)

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Douglas J. Ladika, M.Ed. MPAS, PA-C

Assistant Professor
Physician Assistant Program
College Of Pharmacy and Health Science
Butler University

4600 Sunset Avenue
Indianapolis, Indiana 46208-3485
dladika@butler.edu
317-940-6288 (office)
317-940-6361 (fax)

Vocation..... "the place where your deep gladness and the world's deep hunger meet."F. Buechner

Date: Fri, 15 Aug 2008 08:11:38 -0400
From: "Walter D Winkler" <wdwinkler@winkler.net>
To: TYQMasterplan@Aerofinity.com
Subject: Re: Approval of Master Plan for Indianapolis Executive Airport

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Walter D Winkler
aircraft owner based at Indy Exec.
N52EF @tyq
N1NT @tyq

Date: Fri, 15 Aug 2008 08:07:37 -0400
From: "Tim Higgins" <timh@millionco.com>
To: <TYQmasterplan@aerofinity.com>
CC: "Carl Winkler" <carl@montgomeryaviation.net>

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Timothy A Higgins

Timothy A. Higgins, CPA

<http://www.aerofinity.com/cgi-bin/openwebmail/openwebmail-read.pl?sessionid=tyqmasterplan@aerofinit...> 8/18/2008

Million & Company, P.C.

5455 West 86th Street, Suite 200

Indianapolis, IN 46268

Phone: (317) 872-9861

Fax: (317) 872-9875

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<http://www.aerofinity.com/cgi-bin/openwebmail/openwebmail-read.pl?sessionid=tyqmasterplan@aerofinit...> 8/18/2008

Date: Fri, 15 Aug 2008 07:55:12 -0400
From: "Jerry" <jerry@montgomeryaviation.net>
To: TYQMasterplan@aerofinity.com
Subject: Re: Approval of Master Plan for Indianapolis Executive Airport

> Dear Aerofinity,
>
> I support the proposed Master Plan of Indianapolis
>Executive Airport.
>
[WINDOWS-1252?]> The airport has been in existence since 1957 it's use
>was in place before any residential use that may oppose
>the airport.
>
> The airport is compatible with the Light Industrial and
>General Business zoning that now surrounds the airport.
>
> The airport is an economic asset to Union & Eagle
>Township in Boone County generating needed tax base from
>the Light Industrial and General Business uses being
>developed around the airport.
>
> The airport is an economic development asset for all of
>Boone County, Hamilton County and Northern Marion County.
>
> The added safety of the run way length will benefit the
>thousands of travelers now using the airport.
>
> Please forward my comments to all involved in this
>process with the hope the Master Plan will be approved.
>
> Sincerely
Jerry L. White Jr.
765-327-1784

Date: Fri, 15 Aug 2008 07:50:28 -0400 (EDT)
From: "John Moore" <johnmoore@spill911.com>
Reply-to: johnmoore@spill911.com
To: TYQMasterplan@Aerofinity.com
Subject: Approval of Master Plan for Indianapolis Executive Airport

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

[UTF-8?]

The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

John Moore
16201 Chancellors Ridge Way
Noblesville, IN 46062

Date: Fri, 15 Aug 2008 07:30:58 -0400
From: "Meredith Stines" <MStines@auvco.com>
To: <TYQMasterplan@Aerofinity.com>
CC: <carl@c13-ss-2-lb.cnet.com>
Subject: TYQ Master Plan

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely:

Meredith Stines

President

Eagle Air LLC.

Mr.Meredith C. Stines

President/CEO

American Ultraviolet, Aetek, Lesco UV,

Eagle Air LLC.

212 South Mt. Zion Road,

Lebanon, Indiana 46052

765-483-9514 ext.201, 800-288-9288

765-483-9525 (FAX)

317-501-3700 (Mobile)

www.auvhac.com

Date: Thu, 14 Aug 2008 22:02:21 -0400
From: "J W Vandeventer" <jwvandeventer@kontorinternational.com>
To: <TYQMasterplan@Aerofinity.com>
CC: <Carl@montgomeryaviation.net>, <jwvandeventer@kontorinternational.com>
Subject: TYQ Master plan support

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport. The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport. The airport is compatible with the growth that I see fits the residential and industrial plan and growth for my part of Boone County.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The added safety of the runway will benefit the travelers now using the airport. For those of us flying smaller aircraft adding the crosswind runway will improve the wind condition safety for the airport.

I whole heartedly support Indianapolis Executive as a business tool and growth asset for Boone, Hamilton, and Marion County.

I base my aircraft at Indianapolis Executive due to its proximity to my home and business. This plan supports my business growth plan.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

J.W. Vandeventer, Ph.D., C.P.M., MCFI

President

Kontor International, LLC

130 Camden Court

Zionsville, IN 46077

M: 317-370-7410

O: 317-733-9506

F: 317-733-9507

N52046 C177RG

jwvandeventer@kontorinternational.com

Date: Thu, 14 Aug 2008 21:17:14 -0400
From: gallojj@aol.com
To: TYQMasterplan@aerofinity.com
CC: Carl@Montgomeryaviation.net
Subject: Approval of Master Plan for Indianapolis Executive Airport
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,
I support the proposed Master Plan of Indianapolis Executive Airport.
[UTF-8?]The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport. The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport. The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.
The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.
The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

John J. Gallo

Date: Thu, 14 Aug 2008 19:46:11 -0400
From: John Morrical <john_morrical@mac.com>
To: TYQMasterplan@Aerofinity.com
Subject: Master Plan for Indianapolis Executive Airport
[WINDOWS-1252?]
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

John Morrical

Date: Thu, 14 Aug 2008 16:33:22 -0700 (PDT)
From: Michelle Barrett <zionsvillebarrett@yahoo.com>
To: tyqmasterplan@aerofinity.com
Subject: Indianapolis Executive Airport Master Plan
Dear Ms. Muia:

I am Vice President of the Zionsville Town Council and appreciate the opportunity to write you on behalf of numerous Zionsville residents, primarily homeowners in the eastern portion of Zionsville, who are likely to be impacted by decisions currently being considered as part of an update to the Indianapolis Executive Airport Master Plan.

As a member of the Council and the Boone County Economic Development Corporation, I have certainly learned to appreciate many benefits provided by the IEA and commend you on undertaking comprehensive planning to assure the IEA is prepared to meet the needs of the surrounding community in the years ahead. I am also encouraged by the comment in your July 31, 2008 Public Information Meeting notice regarding your commitment to not only fostering economic development, but also assuring airport development activities are consistent with the needs of the surrounding community – goals that I am fully committed to.

Unfortunately, since being elected to the Council, I have received numerous calls from Zionsville residents who do not feel the IEA considers them an important part of the IEA community. As you know, the IEA is in Boone County and decisions on airport layout plans, the flight patterns of the planes, etc., greatly impact many of Zionsville's residents. Many residents are concerned about how IEA decisions will negatively impact their home values and their quality of life.

My goal with this letter is to reach out to you to begin what I hope will be a constructive dialog between the town of Zionsville and its residents and you and others associated with the IEA. I sincerely believe we will all benefit greatly from improved communications and that by working together we can protect and even improve the value of our home investments while at the same time embracing economic development in our communities.

If you are amenable, I will contact your office to schedule a convenient time for us to meet and discuss how we can foster an environment of quality communication and trust.

Sincerely,

Michelle Barrett
733-0524 or 979-6511
mbarrett@zionsville-in.gov

Date: Thu, 14 Aug 2008 19:16:44 EDT
From: Lauraleecain@cs.com
To: TYQMasterplan@aerofinity.com
CC: Carl@Montgomeryaviation.net
Subject: Approval of Master Plan for Indianapolis Executive Airport
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 its use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,
Laura Cain

Date: Thu, 14 Aug 2008 19:02:44 -0400
From: vfiidoc@aol.com
To: TYQMasterplan@aerofinity.com
Subject: Master Plan for KTYQ

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan for Indianapolis Executive Airport.

The airport has been in existence since 1957. It was in use before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Louis F. Janeira, MD

It's time to go back to school! Get the latest trends and gadgets that make the grade on [AOL Shopping](#).

Date: Thu, 14 Aug 2008 15:50:49 -0700 (PDT)
From: mitchell allen <mrsongbird1@yahoo.com>
Reply-to: mrsongbird1@yahoo.com
To: TYQMasterplan@Aerofinity.com
CC: Carl@Montgomeryaviation.net
Subject: Approval of Master Plan for Indianapolis Executive Airport
Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely
Mitchell Allen
1761 South 825 East
Zionsville, Ind 46077

Date: Thu, 14 Aug 2008 18:42:45 -0400
From: <rebecca2879@sbcglobal.net>
To: <TYQMasterplan@Aerofinity.com>
CC: "Carl Winkler" <INDPLTERRY@msn.com>
Subject: master plan for indianapolis executive airport
Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely
rebecca miller

Date: Thu, 14 Aug 2008 18:15:49 -0400
From: nasserendo@aol.com
To: TYQMasterplan@aerofinity.com, Carl@montgomeryaviation.net
Subject: Support
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

[UTF-8?]
The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Thomas K. Nasser, D.D.S.
Diplomate: American Board of Endodontics
8802 N. Meridian Street
Suite 225
Indianapolis, IN 46260

317-844-7833 (W)
317-848-7737 (H)
317-445-0215 (cell)
nasserendo@aol.com
www.nasserendo.com

It's time to go back to school! Get the latest trends and gadgets that make the grade on [AOL Shopping](#).

Date: Thu, 14 Aug 2008 14:57:33 -0700
From: Jason Ray <jason@cpsindy.com>
To: "TYQMasterplan@Aerofinity.com" <TYQMasterplan@Aerofinity.com>
CC: "Carl@Montgomeryaviation.net" <Carl@Montgomeryaviation.net>
Subject: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Jason Ray

1528 E. Greyhound Pass

Carmel, Indiana 46032

317-848-0000

Fax 317-848-9866

jason@cpsindy.com

www.cpsindy.com

Date: Thu, 14 Aug 2008 17:04:40 -0400
From: "Rob West" <rwest@talktotucker.com>
To: <tyqmasterplan@aerofinity.com>
Subject: Indianapolis Executive Airport
re: July 31, 2008 Meeting

To whom it may concern,

We, and many of our neighbors, are quite concerned about the potential growth direction that the Indianapolis Executive Airport is taking. The prospect of the runway expansion will lead to greater air traffic over our homes. Perhaps the greatest fear is the potential someday for larger aircraft to be taking off and landing from this airport. As a small, privately owned airport there have been little or no real problems. If this airport becomes a larger scale operation with larger planes, there will no doubt be a significant adverse impact on the surrounding areas regarding property values and overall lifestyle.

Additionally, it is concerning that there seem to be meetings and planning going on that are not widely known, therefore growth to the airport happens un-noticed and then it's too late for those affected. We would be very opposed to Indianapolis Executive Airport becoming a facility for planes any larger than what currently operate from there.

Rob West, President
Austin Oaks Neighborhood Association
Zionsville IN

Date: Thu, 14 Aug 2008 16:56:51 -0400
From: "Craig Sherman" <cesherm@gmail.com>
To: <TYQMasterplan@aerofinity.com>
Subject: Indianapolis Exec Airport
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957. It's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport. As my plane is housed at Indianapolis Executive, this added safety is doubly important to me.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Craig Sherman

1548 Glen Manor Ct.

Carmel, IN 46032

N8554R

Date: Thu, 14 Aug 2008 15:51:31 -0500
From: "JC Buehler" <jcb@buehlerlaw.com>
To: <TYQMasterplan@aerofinity.com>

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

J. C. Buehler

Date: Thu, 14 Aug 2008 16:49:41 -0400
From: "Rick Kocerha" <rkocerha@msn.com>
To: <TYQMasterplan@Aerofinity.com>
CC: <Carl@montgomeryaviation.net>
Subject: Approval of Master Plan for Indianapolis Executive Airport

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

[Rick Kocerha](#)

[Vice President](#)

[B.L. Anderson Co.](#)

[Phone 765-463-1518](#)

[Cell 317-652-1094](#)

rkocerha@msn.com

www.blanderson.com

Date: Thu, 14 Aug 2008 16:44:41 -0400
From: "Bill Sherman" <billsherman@spill911.com>
To: <TYQMmasterplan@Aerofinity.com>
Subject: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Bill Sherman
Vice President
Spill 911 Inc.
317-867-2911 ext. 336
317-867-3983 (fax)
billsherman@spill911.com
450 Enterprise Dr
Westfield, IN 46074 USA
www.spill911.com

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Thank-you

Date: Thu, 14 Aug 2008 16:39:52 -0400
From: "Griffith, Kevin P." <Kevin.Griffith@bakerd.com>
To: <TYQMasterplan@Aerofinity.com>
CC: <Carl@Montgomeryaviation.net>
Subject: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,
I support the proposed Master Plan of Indianapolis Executive Airport.
The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport. The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport. The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport. The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

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Please forward my comments to all involved in this process with the hope the Master Plan will be approved.
Sincerely

Kevin P. Griffith
Partner
T: 317.237.1179 | F: 317.237.8401 | C: 317.370.5648

BAKER & DANIELS LLP
WWW.BAKERDANIELS.COM
300 N. MERIDIAN STREET, SUITE 2700 | INDIANAPOLIS, IN 46204

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Date: Thu, 14 Aug 2008 16:23:54 -0400
From: Carl Winkler <carl@montgomeryaviation.net>
To: <tyqmasterplan@aerofinity.com>
CC: Andrea Montgomery <andrea@montgomeryaviation.net>, Dan Montgomery <dan@montgomery>
Subject: Approval of Master Plan for Indianapolis Executive Airport

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

[WINDOWS-1252?]
The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely

Carl J. Winkler

Date: Thu, 14 Aug 2008 13:39:14 -0400
From: "Scott Robison" <SRobison@zcs.k12.in.us>
To: <tyqmasterplan@aerofinity.com>
Subject: Objection Letter - HCAA/IEA Master Plan Proposal

August 14, 2008

Hello, Dr. Muia-- Please accept the attached documents for your firm's handling of the feedback phase of the Indianapolis Executive Airport's proposed master plan. I am causing a hard copy of these documents to be delivered to your Indianapolis offices this afternoon.

All the best.

Scott Robison, Superintendent
 Zionsville Community Schools
 900 Mulberry Street
 Zionsville, Indiana 46077

317.873.2858, extension 11999

Attachment 2: Microsoft Word - Letter of Objection - Airport Expansion-8-08.pdf (257KB) [WebDisk0-1 a](#)

Type: application/pdf
 Encoding: base64 [Download](#)

Attachment 3: Muia attachments.pdf (106KB) [WebDisk0-2 a](#)

Type: application/pdf
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Zionsville Community Schools

900 Mulberry Street • Zionsville, Indiana 46077 • Phone: 317-873-2858 Fax: 317-873-8003 • www.zcs.k12.in.us

Executive Leadership Team

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 ROBERT BOSTWICK, M.S., *Executive Director of Operations*
 MICHAEL SHAFER, C.P.A., *Chief Financial Officer*
 CATHY FUELLING, M.S., *Director of Unified Student Services*



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August 13, 2008

Dr. Maria Muia
 Aerofinity, Inc.
 51 South New Jersey St.
 Indianapolis, IN 46204

Dear Dr. Muia:

The Hamilton County Airport Authority (HCAA) is undertaking an update of the Indianapolis Executive Airport (IEA) Master Plan. Among the changes contemplated to the airport under the proposed new master plan is an extension of the main runway from 5,500 feet to 7,700 feet.

The Zionsville Community Schools (ZCS) is a nearby property owner that will be significantly and adversely affected by expansions that would:

- 1) result in noise increases that will exceed the capacity of our built-in noise attenuation* at Union Elementary School,
- 2) place this elementary school serving young children within a zone of incompatibility (based on the State of California's Safety Compatibility Zones), and
- 3) allow weight loads that would result in interferences with the school's ability to function properly and safely due to the combination of noise, traffic, or other incompatibility.

There are obvious issues of fact and concerns born of strong indications that ZCS' reliance on the good faith of the Indianapolis Executive Airport is insufficient to protect our taxpayers' interests. Bluntly stated, the new proposed Master Plan contradicts a number of assurances, both written and verbal, previously provided to ZCS and other local public bodies by HCAA and its predecessors.

Objections

1. The proposed master plan jeopardizes ZCS students' health and safety as a result of lower over flight of aircraft, elevated noise levels and other environmental factors.

* This noise attenuation design and implementation at significant taxpayer expense was affected based on the current airport owner's assertions, assurances, and stipulations in Boone County agency processes for zoning approval.

2. Expansion of the Indianapolis Executive Airport as depicted in the master plan proposal carries a strong likelihood of multiple litigants and lawsuits that would certainly embroil our community school district, local planning authorities, and officials of both affected Indiana counties (Boone and Hamilton) in protracted and expensive litigation.
3. The representations/promises of airport owner representatives and hired advocates have been proven false in areas including, but not limited to, runway length (maximum of 7,000 feet), weight (maximum of 60,000 lbs.), establishment of an east-west runway, and intent to revisit Boone County authorities for authorization in the event of attempts to change the airport. The inconsistent treatment of affected airport neighbors has damaged trust in HCAA's public and private assertions about all aspects of plans for the facility.
4. Conditions agreed to by the airport owner when seeking a Boone County "airport" zoning designation are breached by the proposed master plan in areas that include, but are not limited to, weight capacity, runway length, and establishment of an east-west runway (please see attachment documents from Boone County).
5. The HCAA's proposed master plan signals its intent to disregard Boone County taxpayers' interests in the Zionsville Community Schools' facility investment—which was made based on representations and commitments by the airport owners. Further, the plan differs from representations HCAA President Don Silvey made to ZCS leaders in a meeting held in the spring of 2008.

On August 7, 2008, Mr. Don Silvey, President of the Hamilton County Airport Authority, and Mr. Dan Montgomery, Operator of the Indianapolis Executive Airport, met with three representatives of the Zionsville Community Schools leadership team. This discussion allowed an airing of concerns related to the proposed master plan.

Elected School Board members whose service has spanned from before Hamilton County's purchase of the airport until now have expressed concerns including:

- 1) assurances made to Boone County officials upon sale of the airport that have proven untrue in subsequent actions of the HCAA,
- 2) agreed upon* assumptions leading to ZCS' decision (2004) to invest in a brand new, noise attenuated school facility southeast of the airport being ignored in the master plan's expansion aims, and
- 3) assurances made to ZCS in prior meetings with Mr. Silvey that are inconsistent with elements of the master plan shown at the July 31 public meeting and during the August 7, 2008 meeting with ZCS officials.

Background and Relevant Facts of Objections

The Zionsville Community Schools is the local public school district which covers the area in which the Indianapolis Executive Airport is located. Under the laws of the State of Indiana,

* In 2004 ZCS officials were studying the viability of locating an elementary school on County Road 300S approximately 8600 feet south of the end of the airport's runway of 5,500 feet. Hamilton County Airport Advisory Board representatives (precursor to HCAA) indicated during the August 4, 2004 Boone County Area Plan Commission meeting that possible runway extension to a maximum of 7,000 feet would absolutely not be done to increase the type/weight of aircraft accommodated by the facility. Further, this has been asserted in various venues since the sale of the airport to Hamilton County, often accompanied by the statement that costly runway depth enhancements would be required to go beyond the 60,000 lb. capacity authorized by the airport zoning designation—and that this was unwanted by the owner. ZCS commissioned its engineering study of school compatibility and noise attenuation based on these representations.

Zionsville Community Schools is a political subdivision of the State. Zionsville Community Schools is also a local education agency (LEA) which receives federal grants and other federal funding for a number of its educational programs, as well as receiving public funds from state and local sources.

The proposed main runway expansion has potential for significant negative effects on the learning environment of Union Elementary School, an elementary school serving children in grades Kindergarten through Fourth Grade, which is owned and operated by Zionsville Community Schools. The school serves children between ages five and ten, which is a particularly sensitive and vulnerable time of learning and human development.

Union Elementary School is located 1,152 feet east of the extended centerline of the main north-south runway (known as Runway 18-36) of Indianapolis Executive Airport. The school site is approximately 8,653 feet south of the south end this runway, for a calculated straight line distance of approximately 8,729 feet. Extending the runway by 2,200 feet would decrease these last two distance measurements to approximately 6,453 feet, and 6,555 feet, respectively. The reduction in distance of 2,200 feet between the airport's main runway and the Union Elementary School would logically result in a significant increase in noise at the school.

The well-respected engineering firm HNTB conducted a study for Zionsville Community Schools in November, 2004. In their study, HNTB used the FAA's INM (Version 6.1) to determine noise values and altitudes at the elementary school's site. The study estimated that the noise level would be 67.6 dBA DNL at the school site in the year 2020. This is significant because the projected volume of air traffic used in the study estimated Indianapolis Executive Airport's operations at 48,111 per year in 2020. This figure was based on HNTB's analysis of the 2004 FAA Terminal Area Forecast.

However, according to the information provided by Indianapolis Executive Airport at the July 31, 2008 public information meeting, the airport is now conducting approximately 49,000 operations per year. The airport is already exceeding the projected volume for 2020 used in HNTB's study, which results in the school site and all the surrounding residential neighborhoods being in a noise sensitive area. Extending the runway would further increase operations causing even more noise in the elementary school's vicinity.

The HNTB Study assumed that the minimum height at which airplanes would overfly the elementary school on landing approaches would be 549 feet. This figure was based on the length of the runway at 5,500 feet. With the Indianapolis Executive Airport's three percent glide slope, the decreased distance to the end of a 7,700 foot runway will reduce the minimum height at which planes overfly the school perhaps to heights as low as 435 feet or so. This would result in an even greater increase in noise at the site.

HNTB, in their 2004 study, also used the State of California's Safety Compatibility Zones for comparison to evaluate our elementary school's proximity to the airport and determine its compliance with California land use recommendations, which are nationally recognized standards. The new proposed 7,700 foot runway changes the school's site, which currently is outside all safety compatibility zones, into at least Zone 6, and probably Zone 4 or possibly even Zone 2. Under the California guidelines, public schools are not permitted in Zones 2 or 4, and

our school would not have been allowed to be built had the 7,700 foot runway been located as is now proposed.

Expansion of the airport or extension of the runway would seem to trigger conflicts in regard to a number of environmental issues included in FAA Order 5050.4b, the NEPA, and other "special purpose" environmental laws that must be fully addressed with complete environmental impact studies and a complete environmental impact statement that addresses all environmental issues.

The conflicts or potential conflicts with the various environmental impact categories delineated in the Airports Desk Reference include but are not limited to: air quality (Boone County was a non-attainment area for ozone in the 1997 data at a level which exceeds the new 2008 standards), land use compatibility (elementary school and residential neighborhoods within the 65 dB contour), endangered species protection (the endangered Indiana bat's indigenous range covers the entire state of Indiana), farmland protection, wetland protection, and others.

Mr. Silvey reported on August 7, 2008 to ZCS officials that an engineer's proposal for an 8,400 foot runway was voted down by the HCAA in an earlier 2008 public meeting. However, it is not clear that this vote is binding such that it would forestall runway expansion beyond the proposed 7,700 feet, if subsequently approved. As stated above, prior representations and assurances by the airport owner do not match the proposed plans and actions. This fact thwarts ZCS trust for HCAA statements about its plans, and destroys our confidence that the master plan proposal could have positive effects on our school district's interests.

In development of this correspondence, I have spoken with various local and county authorities and citizens about the airport situation. The sense of remorse over the granting of airport zoning is as palpable as it is apparently moot. Legal professionals have indicated to me and others that the owner's representatives' assurances and zoning process stipulations regarding plans for the airport are nothing more than water under the proverbial bridge. Further, the zoning designation by Boone County appears to be rendered irrelevant by the owner's acquisition of airport authority status. FAA appears to be the sole avenue for non-litigation based airing of school community and citizen concerns about airport expansion.

Closing

Our schools are great neighbors that add amazing value to the life of this community. We require and hereby request binding protections from airport expansions with deleterious and potentially dangerous outcomes for school children located at our neighboring facility. I make specific note of known areas of need for protection: noise, safety compatibility, environmental concerns, and restrictions against future encroachments on our neighborly educational functions.

I have no reason to wish for a retarding of the HCAA's or FBO's (Montgomery Aviation) profit opportunities. In fact, well planned and zoning regulated economic development ancillary to a successful small airport could actually assist our taxpayers in funding services like schools, infrastructure, and public safety. However, our schools' well studied taxpayer investment in an elementary school near the airport is jeopardized by the expansion plans unless FAA ordered boundaries and balance are brought to bear.

I signal the possibility of a renewal of productive coexistence near the end of this strenuous objection to HCAA's potential for overrunning our school near IEA. On August 7, 2008, I proposed to Mr. Silvey some common sense ways that we might reduce the negative effects of a runway expansion to the prior stated maximum of 7,000 feet. I am neither an aviation engineer nor acoustician, but it seems that restricting take-offs and landings to the north and to the south, respectively, is a promising idea worth exploring. The elimination of elementary school overfly except in rare, extreme emergency landing situations would go far to ease our school district's concerns. This common sense solution would simultaneously eliminate nearly all over flight of the largest cluster of existing residential property in the airport vicinity. I am told that ILS, GPS, and WAAS technologies are available to affect this directional limitation.

Objections stated herein are designed to draw FAA attention to the balancing required for peaceful coexistence of the airport and taxpayer funded investment in nearby educational facilities. I believe that without FAA governed mandates and restrictions in place, the proposed expansion of Indianapolis Executive Airport would have a severe, immediate, and ongoing negative impact on the environment of the surrounding area. Absent this limitation upon airport expansion, I am certain that the significant negative impacts are too severe to ever be successfully mitigated. Unless there are adequate protections installed, I object to the airport's proposed master plan of runway expansion and the prospective use of federal tax dollars for the master planning effort.

As a supplement to this letter of objection, I am including a number of documents relevant to the airport authority's previous representations and commitments which contradict the current statements of the airport authority concerning the proposed expansion of the airport and its runways. I integrate these attachments and other documents herein by reference.

Sincerely,



Scott Robison, Ph.D., Superintendent
Zionsville Community Schools

Attachments

CC: Board of School Trustees
Zionsville Town Board
Boone County Commissioners

Boone County Area Plan Commission
August 4, 2004
Boone County Government Building-Lamar Meeting Room
7:00 PM

Members present: Ken Hedge, Kevin Schiferl, Doug Akers, Quella Rutledge, Joe Turk, Matt Averill and Marta Haza

Staff present: Steve Niblick, Gerry Gregerson, Rachel Whittington and Carla Hedrick

Ken Hedge opened the meeting at 7:05 pm by leading the Pledge of Allegiance.

Approval of Agenda: No changes. Joe Turk made a motion to approve the agenda. Doug Akers seconded the motion. Motion carried 6-0.

A. Old Business Public Hearings

1. 03UN-16-697 Wellspring Development LLP; Abbitt Farms Rezoning

Ken Hedge turned the meeting over to Joe Turk. Joe Turk gave the speaking process. Quella Rutledge entered at 7:12 pm.

Steve Niblick read the staff report and discussion followed.

Mike Andreoli came forward. He stated that the commitments have been provided. Those coming forward in favor of this item were: Chris Schepf, Jackie Carr (*submitted a letter from Union Twp board*) and Bob Bostwick. Those coming forward in opposition were: Melissa Garrard (*submitted 2 handouts*) and Jon Rogers.

Mike Andreoli came forward for rebuttal. He submitted a letter from J Rogers to J Pape. Joe Turk closed the public hearing and opened it to the board. Quella Rutledge questioned the written agreement with Zionsville Schools. Bob Bostwick stated the school corporation would move forward with a new facility either way this item was voted on.

Kevin Schiferl made a motion to send a favorable recommendation to the commissioners for item 03UN-16-697. Joe Turk seconded the motion. Marta Haza made an amendment to the motion that the nine conditions be added. Kevin Schiferl and Joe Turk agreed to the amendment. The vote was 3-2, with Quella Rutledge and Doug Akers dissenting and Matt Averill and Ken Hedge abstaining.

This did not receive a majority vote; therefore it is tabled, according to the APC rules, until the September meeting.

At this time, 8:22 pm, Ken Hedge returned and suggested the agenda be amended. Kevin Schiferl made a motion to table item 04EA-16-362 Mac D Development; Rezone until the September meeting. Quella Rutledge seconded the motion. Motion carried 7-0. The 60 day requirement was waived and agreed upon by the petitioner. *Ken Hedge then stated we would take a break at 8:26 pm. Ken Hedge reconvened the meeting at 8:33 pm.*

B. New Business Public Hearings

1. 04UN-16-361 Hamilton County Board of Aviation; Rezone

Steve Niblick read the staff report and discussion followed.

Mike Howard came forward to present the request.

Those coming forward in favor of this item were: Tim Tolson (*read a letter into record from Rick McKinney, Hamilton County Board*) and Mitch Allen.

Those coming forward in opposition: Chris Schnepf, Wendy Brandt, Ed Mitro (*read a letter into record from Zionsville Town Council*), Jackie Carr (*submitted letter from Union Twp. Trustee*), John McCullough (*submitted 9/11 Commission Report and several handouts*) and Ramiro Campins (*concerned about property values*).

Mike Howard came forward in rebuttal. Ken Hedge closed the public hearing and opened it to the board. The members asked questions and answers were given. A statement was made that the petitioner would like to work arm in arm with the county on any legal challenge.

Joe Turk made a motion to send a favorable recommendation to the commissioners for 04UN-16-361. Doug Akers seconded the motion. Quella Rutledge suggested an amendment to the motion that the adoption of the covenants that include ten items (which include no East/West runway ever). Joe Turk and Doug Akers agreed to this amendment. Motion carried 5-1-1, with Marta Haza dissenting and Matt Averill abstaining.

2. 04EA-16-362 Mac D Development; Rezone

Tabled per agenda.

Ken Hedge stated we would take a break at 9:52 pm. Ken Hedge reconvened the meeting at 9:58 pm.

3. 04PE-18-367 Perry Industrial - Valenti Held; Secondary Plat

Steve Niblick read the staff report and discussion followed.

Steve Niblick stated that a temporary cul-de-sac is needed on the plans per TAC. Mike Andreoli came forward to present the request. Mike Andreoli stated that the petitioner would put the cul-de-sac in where requested. No one else came forward. Ken Hedge closed the public hearing and opened it to the board.

Quella Rutledge made a motion to approve 04PE-18-367 secondary plat. Marta Haza seconded the motion. Motion carried 7-0.

4. 04PE-18-368 Platinum Properties-Eagle's Nest; Secondary Plat

Steve Niblick read the staff report and discussion followed.

Mike Andreoli came forward to present the request and stated that water service had been secured from Indianapolis Water. He reviewed the commitments made by the petitioner-create a new Royal Ave. and run a sewer interceptor making it possible for other Royalton residents to hook into the sewer. No one else came forward. Ken Hedge closed the public hearing and opened it to the board.

Marta Haza made a motion to approve 04PE-18-368 for secondary plat of sections 1 & 2 with the conditions that this is subject to the Drainage Board's approval. Matt Averill seconded the motion. Motion carried 7-0.

C. Violations

Steve Niblick stated that he has spoken with the judge and is preparing two violations for him. Quella Rutledge would like to see some action on the violations. Mike Andreoli made a suggestion to tackle two or three of these violations in court and have a precedent to go by. The members thought this was a good idea.

D. Approval of Minutes

1. July 14, 2004 Regular Meeting

Kevin Schiferl made a motion to approve the minutes for July 14, 2004. Quella Rutledge seconded the motion. Motion carried 5-0, with Matt Averill and Marta Haza abstaining.

E. Administrative Matters

Ken Hedge discussed the matter of Gerry Gregerson resigning and the need to fill his position. Joe Turk made a motion to have staff send Request For Proposals. Matt Averill seconded the motion. Motion carried 7-0.

With no further business, Matt Averill made a motion to adjourn at 10:33 pm. Kevin Schiferl seconded the motion. Motion carried 7-0.

ORDINANCE NO. 2004 - _____

**AN ORDINANCE REZONING PROPERTY
AND CHANGING THE ZONING MAPS
OF BOONE COUNTY, INDIANA**

WHEREAS, the Petitioner, Hamilton County Board of Aviation, filed their Zoning Amendment Application before the Boone County Area Plan Commission, seeking to rezone five hundred forty (540) acres, more or less, in Union Township, Boone County, Indiana, from the AG Zoning Classification to the AZ Zoning Classification; and

WHEREAS, pursuant to Indiana Code 36-7-4-608, the Area Plan Commission conducted the required public hearing and certified its recommendation to the legislative body, the Board of Commissioners of the Boone County, by a 5-1-1 vote on August 4, 2004; and

WHEREAS, pursuant to Section X.B.5.d(5) of the Boone County Zoning Ordinance, the Area Plan Commission certified its recommendation with a condition of a commitment (Covenants/Commitments) to the Board of Commissioners of the County of Boone; and

WHEREAS, pursuant to Indiana code 36-7-4-608, the Board of Commissioners of the County of Boone, having considered the Application and the recommendation of the Area Plan Commission, now adopts the proposal and approves the requested rezoning with the stated condition of a commitment (Covenants/Commitments), all as hereinafter set out.

IT IS THEREFORE CONSIDERED, ORDAINED AND ADOPTED as follows:

1. That the Applicant is Hamilton County Board of Aviation.
2. That the Applicant seeks to have the following described property, which is currently located in the AG Zoning Classification rezoned to the AZ Zoning Classification:

Commencing at the Northwest corner of Section 1, Township 18 North, Range 02 East; thence easterly, on the North line thereof, 417.42 feet to the Northeast corner of Tract I as described in a deed to Ramon and Julia Van Sickle, recorded as instrument #960944 in the Office of the Boone County, Indiana, Recorder, said corner being the POINT OF BEGINNING of the herein described real estate; thence continuing easterly on the North line of said Section 1, a distance of 2218.74 feet, more or less, to the Northwest corner of the Northeast Quarter of said Section 1; thence easterly, on the North line of said Northeast Quarter 824.00 feet of the Northeast corner of land described in a deed to said Van Sickle, recorded in Deed Book 240, page 803 in said Recorder's Office; thence on the East line of said land, the following four (4) courses: 1) South 1062.60 feet; 2) East 1716.31 feet to the East line of said Northeast Quarter Section; 3) South, on said East line, 1319.89 feet to the Southeast corner of said Northeast Quarter Section; 4) West, on the South line of said Northeast Quarter Section, 1703.47 feet, more or less, to the Northeast corner of land described in a deed to said Van Sickle, recorded as Instrument #0301581 in said Recorder's Office; thence on the East and South lines of said land the following three (3) courses: 1) Southwesterly 850.00 feet to a point which lays 750.00 feet, by perpendicular measurement, East of the centerline of Runway 18-36 of Terry Airport; 2) South, parallel with said runway, 1893.20 feet to a point in the South line of the Southeast Quarter of said Section 1; 3) West, on said South line, 533.65 feet to the Southwest corner of said Quarter Section, also being the Northwest corner of Northeast Quarter of Section 12, Township 18 North, Range 02 East; thence on

the West line of said Northeast Quarter, South 1191.07 feet, more or less, to the Northeast corner of land described in a deed to said Van Sickle, recorded in Deed Book 183, page 946 in said Recorder's Office; thence on the North, East and South lines of said land the following three(3) courses: 1) East, 1800.00 feet; 2) South 1419.00 feet, more or less, to a point on the South line of said Northeast Quarter Section ; 3) West, on said South line 1800.00 feet, more or less, to the Northeast corner of the Southwest Quarter of said Section 12, also being the Northeast corner of land described in a deed to said Van Sickle, recorded as Instrument #9607469 in said Recorder's Office; thence on the East, South and West lines of said land the following seven (7) course: 1) South 2642.30 feet, more or less, to a point in the South line of said Southeast Quarter Section; 2) West, on said South line , 734.56 feet, more or less, to the Southwest corner of land conveyed to James A Metzler, et al on December 20, 1988; 3) North, on the East line of said Metzler 605.54 feet; 4) West, on the North line of said Metzler, 235.90 feet; 5) South on the West line of said Metzler, 260.90 feet; 6) West, on the North line of said Metzler, 326.30 feet, more or less, to the West line of East Half of said Southwest Quarter Section ; 7) on said West line, North 2265.20 feet, more or less, to the Northwest corner of the East Half of said Southwest Quarter, also being the Southwest corner of the East Half of the Northwest Quarter of said Section 12; thence North 2649.47 feet, more or less, on the West line of the East Half of said Northwest Quarter, to the Northwest corner of the East Half of said Northwest Quarter, also being the Southwest corner of the East Half of the Southwest Quarter of the aforesaid Section 1; thence on said West line, also being the West line of land described in a deed to said Van Sickle recorded in Deed Book 233, page 550 in said Recorder's Office, North 1290.83 feet, more or less; thence West 1320.56 feet to a point on the West line of the Southwest Quarter of said Section 1; thence on said West line, North 20.00 feet to a point on the North line of said land; thence East, on said North line, 1991.33 feet, more or less, to the Northeast corner of said land, said corner being on the west line of land described in a deed to Van Sickle, recorded as Instrument #960944 in said Recorder's Office; thence on the West and South lines of said land the following 3 courses: 1) North 1319.72 feet, more or less, to a point in the south line of the Northwest Quarter of said Section 1; 2) West on said South line, 1971.17 feet, more or less, to the Southwest corner of said Northwest Quarter; 3) North on the West line of said Northwest Quarter, 724.31 feet, more or less, to a point on the westerly extension of an existing fence line; thence East on and along said extension and fence line 369.95 feet, more or less, to the corner of said fence; thence North, on and along said fence line, 1242.38 feet, more or less to a fence corner; thence continuing on said fence line, East 71.39 feet, more or less, to a fence corner; thence continuing on said fence line and the northerly prolongation thereof, North 410.63 feet, more or less, to a point on the South line of the Fourth Exception to said Instrument #960944; thence on the South, East and North lines of said Fourth Exception of the following three (3) courses: 1) East 383.91 feet, more or less; 2) northeasterly 107.72 feet; 3) West 537.38 feet, more or less, to a point on the East line of aforesaid Tract I, thence on said East line, North 32.39 feet, more or less, to a Point of Beginning containing 539.989 acres, more or less, subject to rights-of-way, easement and restrictions.

3. That the Boone County Commissioners have paid reasonable regard to the comprehensive plan; current conditions and the character of current structures and uses in each district; the most desirable use for which the land in each district is adapted; the conservation of property values throughout the jurisdiction; and responsible development and growth.
4. That the attached Covenants/Commitments are made part of this Ordinance,

5. That from and after this date, the official zoning maps of Boone County, Indiana shall be changed to rezone the subject property from the AG Zoning Classification to the AZ Zoning Classification. Further, the Executive Director of the Boone County Area Plan Commission is hereby authorized to change the official zoning maps consistent with this ordinance.

ALL OF WHICH IS ADOPTED this _____ day of _____, 2004, by the Board of Commissioners of Boone County, Indiana.

BOARD OF COMMISSIONERS OF
BOONE COUNTY, INDIANA

Betty Lee Cooper

Byron Loveless

ATTEST:

Gretchen Smith, Auditor

This instrument was prepared by Steven C. Niblick,
Executive Director of the Boone County Area Plan Commission.

**MATERIAL REPRESENTATIONS AND COVENANTS/COMMITMENTS
IN SUPPORT OF PROPOSED ZONE MAP CHANGE
IN ACCORDANCE WITH I.C. 36-7-4-610.5**

The applicants concerning APC matter 04UN-16-361, Hamilton County Board of Aviation, for the proposed zone map change from the AG Zoning Classification to the AZ Zoning Classification, would make the following material Representations and Covenants/Commitments to the Board of Commissioners of Boone County as follows:

1. The runway will be no closer than 1,100 feet from State Road 32.
2. No building will be constructed within 110 feet of the centerline of State Road 32.
3. No building will be constructed within 300 feet of the centerline of County Roads S 1100 E. and S. 1200 E.
4. No building will be constructed within 110 feet of the Airport property line.
5. All future buildings will be constructed in areas 1, 2, and 3 and none will be over 40 feet.
6. The runway will be no closer than 2,000 feet to County Road 200 S.
7. At least 80% of Airport property shall remain as green space.
8. No extension of runway from 5,500 feet to a maximum allowable distance of 7,000 feet will occur without an amendment to the Ordinance.
9. All vehicular traffic will access the Airport from the main entrance after January 1, 2005. The entrance near the north end of the runway will be closed by that time.
10. There will be no east/west runway on the Airport property.

116 W Washington St RM 101
Lebanon, IN 46052
765-482-3821
FAX: 765-483-5241

**Boone County Area Plan
Commission**

Letter of Certification

Indianapolis Executive Airport; 04-UN-16-361

To: Boone County Commissioners

From: Steve Niblick, APC Executive Director

Date: Tuesday August 11, 2004

Re: Zoning Map Amendment Certification

This letter certifies that the attached ordinance was given a *favorable* recommendation by a 5-1-1 vote of the Boone County Area Plan Commission after a duly held public hearing on August 4, 2004.

Per IC 36-7-4-608 (b), the APC is required to certify its recommendation to the Commissioner within ten (10) business days of its finding. Please place the ordinance for your consideration on your next scheduled agenda.

I have attached a Summary of Application which was part of "Materials Submitted in Support of the Zoning Amendment Application for the Indianapolis Executive Airport" as prepared by the petitioner. This summary includes the nine (9) covenants/commitments offered by the applicant. In addition, the APC added one (1) one other covenant/commitment where there would not be an east/west runway on this property. These ten (10) covenants/commitments are included as an attachment to the ordinance.

Lastly, I have also attached the staff report for the proposal and the draft minutes from the hearings for your benefit.

If you have any questions or comments about these materials or about the APC's recommendation, please do not hesitate to contact me. As always, the APC file on this matter is available for your inspection.

Steve Niblick
Executive Director

.....
In nature there are neither rewards nor punishments...
there are consequences.

Date: Wed, 13 Aug 2008 10:29:11 -0400
From: "John Mueller" <J.Mueller@FumigationZone.com>
To: <tyqmasterplan@aerofinity.com>
Subject: FW: Public Comment for Indianapolis Executive Airport Expansion
RE: Public Comment for Indianapolis Executive Airport Expansion

We are excited about the progress at the Indianapolis Executive Airport. We support and encourage continued development of this community asset in hopes that it leads to attracting quality new business to our community. I have visited this facility many times over the years and want to express how proud we are of how this facility is run. The image which is being created and the first class nature of improvements is what this community wants and needs.

Thank you for the opportunity to provide input to this important process,



Fumigation Service & Supply, Inc.

John Mueller, President

16950 Westfield Park Road

Westfield, Indiana 46074

Office: 800.992.1991

Office: 317.896.9300

Fax: 317.867.5757

Email: J.Mueller@FumigationZone.com

Web Site: www.FumigationZone.com



August 12, 2008

Hello, my name is Kelly Bailey. My wife Deena and I have been married for 25 years. We have resided at 602 South 1100 East in Zionsville, Indiana since May of 1985. We have raised two daughters, Courtney, age 22 and Carly, age 12 since infancy in this home. We have had several pets that have joined our family since we first purchased our home, and even have our own pet cemetery in the back yard. Many warm and loving memories have been fostered in our home.

Upon moving to our home in 1985, we found a yard that was simple with few trees or landscaping. I dug up 8 maple seedlings, approximately 1 inch in diameter, and 6 foot tall from the woods behind our home and transplanted them throughout the yard. Today, these trees are close to 40 feet tall. Beautiful perennial gardens are found throughout our yard. Many long hours have been dedicated to making our home one of which we cherish.

With regard to the airport expansion, our ultimate desire would be that no NE/SW runway be developed, and that growth is minimal. While we understand that with time comes change, our concern is that the cost of the outlined airport expansion proposal puts at risk our home and those of our dear neighbors here at 1100 east. We ask that you fairly weigh the cost of this expansion with regard to the health and well being of all who reside here.

Since the most recent public information workshop meeting, at the Indianapolis Executive Airport terminal, my wife and I have developed a list of concerns regarding the future runway expansions.

- Flights over our home: The threat of noise, fuel or exhaust falling on to our home, yard, family members and pets. In general, our health, safety and overall well-being may be jeopardized with the expansion.
- Our property value with the new diagonal runway expansion as related to the SW/NE landing strip. With the brochure picture, our home is located at the end of the Southeast runway. What are you proposing to do in regard to our home with this expansion?
- To recap our concerns:
 - Health issues from fuel/exhaust
 - Noise and loud interruptions (when sleeping, on the phone, overall comfort level.)
 - Possible plane crashes and potential fires close to our home and/or property
 - Property resale value
 - Potential for infringement of our rights as homeowners. if compromise cannot be reached.

Thank you for this opportunity to share our concerns with you. We welcome future dialogue to keep us apprised of any events surrounding this matter. Please continue to advise us of future meetings regarding any new developments with the airport expansion.

Sincerely,

Kelly Bailey

*Home phone: 317-769-4437 *Cell phone: 317-201-6219 *E-mail: bailey4u@tds.net

Date: Tue, 12 Aug 2008 12:14:08 -0500

From: "Daniel Shreve" <daniel.shreve.cj2t@statefarm.com>

To: <tyqmasterplan@aerofinity.com>

Subject: Indianapolis executive Airport expansion plans

I would like to protest any additional traffic or larger planes coming into this airport. We have lived a couple of miles away for the last 10 years and have watched this quiet little executive airport increase traffic steadily. It is my belief that, if there was not a new school built less than 3 miles directly ahead of the runway, we would have even more traffic and heavier planes today. The owners originally tried swap land with the school, however the school declined, much to our delight.

There have to be other alternative airports in the area that can handle this larger volume of traffic. The noise generated by the current traffic is probably more than it ought to be, but we are resolved that we can live with it. Any more air traffic will ruin the way of life that we chose when we moved out to the area. Please keep our area a rural residential area. Think about the many, many other families who also chose this style of living and don't want to be infringed upon. Please make other airports better utilized (especially ones in lower density areas).

Thank you,

Daniel Shreve
Daniel A. Shreve, CLU, Agent
State Farm Insurance Companies
8910 Purdue Rd. Ste 260
Indianapolis, IN. 46268
Office 317-870-2266
Fax 317-870-2265
Email: Daniel@Danielshreve.com



INDIANAPOLIS EXECUTIVE AIRPORT
Public Information Workshop

MASTER PLAN
July 31, 2008

Comments:

*Who's paying for all this improvement?
This plan seems a little overdone to me.*

*7000" makes sense, but I hope it's an extension
and not a complete re-do as I heard. I also
hope this is not all being done for a one week
event (Super Bowl)!*

*I know this plan and development project is good
for Aerofinity and Wolpert, but if the taxpayers only
knew how much these studies cost! Good Luck!*

Submitted by:

Brian Myers

Name and Address (Optional)

Complete form and leave in comment box tonight, or mail by **August 14, 2008** to:

Maria Muia, Ph.D.
Aerofinity, Inc.
51 S. New Jersey St., Suite 219
Indianapolis, IN 46204

Or e-mail comments to tyqmasterplan@aerofinity.com

Date: Mon, 18 Aug 2008 11:08:58 -0700
From: tracy@speedmods.com
To: TYQMasterplan@Aerofinity.com
C Carl@Montgomeryaviation.net
Subject: Approval of Master Plan for Indianapolis Executive Airport [UTF-8?]
Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 itâ€™s use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

The airport is an economic asset to Union & Eagle Township in Boone County generating needed tax base from the Light Industrial and General Business uses being developed around the airport.

The airport is an economic development asset for all of Boone County, Hamilton County and Northern Marion County.

The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Tracy Horn
LoPresti Aviation
(formerly Tailored Tactics, Inc.)

Date: Mon, 18 Aug 2008 16:06:26 EDT
From: Silvey44@aol.com
To: tyqmasterplan@aerofinity.com
Subject: Fwd: Indy Exec Master Plan

Looking for a car that's sporty, fun and fits in your budget? [Read reviews on AOL Autos.](#)

From: "Jon Ogle" <jogle@ori.net>
To: <tyqmasterpaln@aerofinity.com>
CC: "Don Silvey" <Silvey44@aol.com>
Subject: Indy Exec Master Plan
Date: Sun, 10 Aug 2008 19:08:06 -0400

I have seen a copy of the Indy Exec Master Plan that includes a cross wind runway of approximately 4000 feet in length. In a forward looking plan such as this one and considering the cost associated with it I believe make the cross wind runway essential. Aviation is changing at a rapid pace, what has been common in the mix of operations including commercial, corporate, and general aviation is no longer as predictable as we once thought.

Light plane aviation will no longer be the domain of the recreational flyer. Light jets are being developed to fill a need for more direct business travel to more localized destinations. The cross wind runway will insure that these business flyers have a comfortable margin of safety when they have a need to operate in and out of Indy Exec.

The recreational flyer and well as the student flyer also will be accommodated on those days when wind conditions would otherwise compromise safety. This will allow more flight operations and enhance revenue opportunities.

Therefore I whole heartedly endorse the inclusion of the crosswind runway in the master plan.

Sincerely,

Jon M. Ogle

Date: Tue, 19 Aug 2008 10:12:19 -0500
From: "Sharon Hills" <shills@bindley.com>
To: <TYQMmasterplan@Aerofinity.com>
Subject: N/A

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

I support the proposed Master Plan of Indianapolis Executive Airport.

The airport has been in existence since 1957 it's use was in place before any residential use that may oppose the airport.

The airport is compatible with the Light Industrial and General Business zoning that now surrounds the airport.

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The added safety of the run way length will benefit the thousands of travelers now using the airport.

Please forward my comments to all involved in this process with the hope the Master Plan will be approved.

Sincerely,

Mike McCormick

11905 E. 500 S.

Zionsville, IN 46077

<http://www.aerofinity.com/cgi-bin/openwebmail/openwebmail-read.pl?sessionid=tyqmasterplan@aerofinit...> 8/20/2008

<http://www.aerofinity.com/cgi-bin/openwebmail/openwebmail-read.pl?sessionid=tyqmasterplan@aerofinit...> 8/20/2008

Date: Wed, 20 Aug 2008 01:07:39 +0000
From: phil.rossetti@comcast.net
To: TYQMasterplan@aerofinity.com
CC: indplterry@msn.com (Carl Winkler)
Subject: N/A

19 August, 2008

Re: Approval of Master Plan for Indianapolis Executive Airport

Dear Aerofinity,

My name is Philip Rossetti, an aircraft owner and private pilot based at Indianapolis Executive Airport, and this letter is to voice my support for the proposed Master Plan for that airport.

Indy Exec has been in existence since 1957, long before any residential interests were present that may now oppose the airport and/or its expansion.

The airport's location is compatible with the Light Industrial and General Business zoning that now surrounds the airport. These businesses, and those who will surely follow, will see this airport as an asset allowing access to Hamilton, Boone and Northern Marion Counties without the inconvenience of using Indianapolis International Airport.

The airport is also an economic asset to Union & Eagle Townships in Boone County, generating a needed tax base from the aforementioned businesses being developed around the airport. Additionally, the economic benefits of a larger tax base will be felt not only for Boone County, but for Hamilton and Northern Hamilton Counties as well, because airports attract and develop high paying jobs.

With the added safety of a lengthened runway, a new generation of quieter business class aircraft will be attracted to Indy Exec while, at the same time, benefiting the thousands of travelers now using the airport.

Please forward my comments to all involved in the approval process along with the hope the Master Plan will be approved.

Sincerely,

Philip B. Rossetti

16751 Palmetto Way
Noblesville, IN 46062

phil.rossetti@comcast.net



U. S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota
Ohio, South Dakota
Wisconsin

Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

January 9, 2007

Mr. Tom Kapostasy
Hamilton County Board of Aviation Commissioners
33 North 9th Street, Suite L21
Noblesville, IN 46060

Mr. Kapostasy:

Indianapolis Executive Airport (TYQ)
Noblesville, Indiana
Preliminary Master Plan Forecast Review

Your draft Airport Master Plan based aircraft and operations forecasts, dated November 2006, are not within 10 percent of the five-year and 15 percent of the ten-year Federal Aviation Administration (FAA) Terminal Area Forecast (TAF). However, our preliminary review indicates that these forecasts, including the "High" forecast, are reasonable based on the following significant factors:

1. The 2006 based aircraft shown in the current TAF are significantly lower than the actual 2006 based aircraft.
2. Until 2003, when the privately owned, public use airport was purchased by Hamilton County, the airport had very limited funding for facility development. Since 2003, the airport has added significant facility improvements, including hangars, and has the capacity to continue doing so in the foreseeable future.

It is our intention to request that the TAF be updated to match that of your "High" forecasts. However, in order to do so, we need you to submit the "High" based aircraft and operations forecasts in the formats shown in Attachment 1.

Meanwhile, you are free to proceed with the Master Plan using the "High" forecast. Even if our headquarters office does not concur with updating the TAF but merely corrects the 2006 base data, facilities based on your forecasting scenarios can be shown in the master plan and on the airport layout plan. If the TAF is not updated based on your forecasts, the facilities will simply not be considered justified or eligible until the associated forecast operational levels are obtained.

We have also reviewed your proposed use of a C/D-II critical aircraft, and it appears reasonable for you to proceed with this critical aircraft in the remainder of your current master planning efforts.

In our review, we also found an error in Exhibit 2-26. The based aircraft forecast numbers do not match those found in Exhibits 2-21 or 2-24. It appears that the correct numbers were used to calculate the operations in Exhibit 2-26, so this error does not affect the results of the study.

If you have any questions, please feel free to call me.

Sandra A. Lyman
Airport Engineer
Chicago Airports District Office
sandy.lyman@faa.gov
847-294-7523

Attachment 1

Operational Data

Year	Itinerant Air Carrier	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	Local General Aviation	Local Military	Total Airport Operations
2006							
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							
2016							
2017							
2018							
2019							
2020							
2021							
2022							
2023							
2024							
2025							
2026							
2027							

Based Aircraft Data

Year	Single	Jet	Multi	Helicopter	Other	Total
2006						
2007						
2008						
2009						
2010						
2011						
2012						
2013						
2014						
2015						
2016						
2017						
2018						
2019						
2020						
2021						
2022						
2023						
2024						
2025						
2026						
2027						



*Owner and Operator of
Indianapolis Executive Airport*

HAMILTON COUNTY AIRPORT AUTHORITY

January 11, 2007

Ms. Sandy Lyman
Program Manager
FAA CHI-ADO-600
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: Indianapolis Executive Airport Master Plan – Aviation Forecasts

Dear Ms. Lyman:

Thank you for your recent letter approving Indianapolis Executive Airport's aviation forecasts. Per your request, attached you will find the "high" based aircraft and operations forecasts in the format you provided as Attachment 1 of your letter to be used to request an update to the TAF. On the operations forecasts, we carried the same air taxi percentage through the full forecast period based upon the percentage shown in the most recent FAA Airport Master Record for the airport. Additionally, we have made the change to Exhibit 2-26 that you requested. A final version of the forecast chapter of our master plan is enclosed reflecting that change.

Again, we would like to thank you for recognizing our efforts to produce statistically significant, correlated, and viable forecasts for our airport. We would also like to thank the FAA for their support of the continued development of this facility. Should you have any questions regarding this submittal, please do not hesitate to contact our consultant, Maria Muia of Aerofinity, at (317)955-8395 (Ext. 308) or via email at mmuia@aerofinity.com.

Sincerely,

Don Silvey, President
Hamilton County Airport Authority

Enclosure

CC: Maria J. Muia, Ph.D., Aerofinity

Indianapolis Executive Airport Operations Forecasts

Year	Itinerant Air Carrier	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	Local General Aviation	Local Military	Total Airport Operations
2007	0	1,680	18,644	0	15,647	0	35,971
2008	0	1,775	19,701	0	16,534	0	38,010
2009	0	1,869	20,743	0	17,409	0	40,021
2010	0	1,963	21,789	0	18,287	0	42,040
2011	0	2,060	22,865	0	19,190	0	44,115
2012	0	2,160	23,971	0	20,119	0	46,249
2013	0	2,263	25,112	0	21,076	0	48,451
2014	0	2,363	26,221	0	22,007	0	50,591
2015	0	2,468	27,386	0	22,985	0	52,839
2016	0	2,572	28,547	0	23,959	0	55,078
2017	0	2,679	29,731	0	24,952	0	57,362
2018	0	2,785	30,915	0	25,946	0	59,646
2019	0	2,890	32,073	0	26,919	0	61,882
2020	0	2,996	33,255	0	27,911	0	64,163
2021	0	3,104	34,449	0	28,912	0	66,465
2022	0	3,214	35,676	0	29,942	0	68,832
2023	0	3,328	36,937	0	31,001	0	71,266
2024	0	3,441	38,191	0	32,053	0	73,685
2025	0	3,557	39,476	0	33,131	0	76,164
2026	0	3,674	40,778	0	34,224	0	78,677
2027	0	3,795	42,121	0	35,352	0	81,268

Indianapolis Executive Airport Based Aircraft Forecasts

Year	Single	Jet	Multi	Helicopter	Other	Total
2007	69	16	4	0	0	88
2008	73	16	4	0	0	93
2009	77	17	4	0	0	98
2010	80	18	5	0	0	103
2011	84	19	5	0	0	108
2012	88	20	5	0	0	113
2013	93	21	5	0	0	119
2014	97	22	5	0	0	124
2015	101	23	6	0	0	130
2016	105	24	6	0	0	135
2017	110	25	6	0	0	141
2018	114	26	6	0	0	146
2019	118	27	7	0	0	152
2020	123	28	7	0	0	157
2021	127	29	7	0	0	163
2022	132	30	7	0	0	169
2023	136	31	8	0	0	175
2024	141	32	8	0	0	181
2025	146	33	8	0	0	187
2026	150	34	8	0	0	193
2027	155	35	9	0	0	199



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**Indianapolis Executive Airport
Market Research Phase II
Report**

Presented:
October 2, 2008



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Executive Summary

Phase I of this research project provided 580 Chief Pilot names and 108 Dispatcher names to be used as the interview pool for Phase II. Based on the database the objective for Phase II was to complete 100 interviews to make the research statistically relevant. Anything more than 100 reduced the margin of error.

Permission had been obtained to use e-mail addresses for 200 of the Pilots and Dispatchers in the database. Each of them was sent an e-mail invitation to complete the survey on-line. If they had not completed the survey after two weeks time, a reminder e-mail was sent. A high participation rate was expected, however, only 22 Pilots and 2 Dispatchers completed the online survey.

The remainder of the database was contacted via telephone until the database was exhausted. This met with better results, 109 completed surveys with Pilots and 28 completed surveys with Dispatchers. At least four attempts were made on all viable phone numbers unless the interview was refused or completed.

Therefore, 161 surveys were completed, exceeding our objective and making the survey statistically reliable for interpretation for the target group as a whole.

The complete script with full compiled numeric and verbatim results of the Phase II Survey follows this executive summary.

Here are some general observations based on the results:

- More than 80% of private jet flights are business related as reported by 123 respondents.
- The majority of flights have 4 or more passengers on board as reported by 95 respondents.
- Most trips taken by business jet are for 1 or 2 days.
- The FBO facilities, amenities, concierge service, rental car availability etc. are very important to determining what airport is used.
- The FBO Conference facilities are important for 24% as reported by 100 respondents.
- The FBO concierge service is important for 64% as reported by 103 respondents.
- More than 20% of the pilots and dispatchers said their customers combine leisure activities with their business trips more than 25% of the time. They do not ask the pilots and dispatchers to get information about leisure activities for them, but instead may depend on a concierge service.
- Golf, restaurants, "other" (see verbatims) and outdoor activities were the leisure activities most often mentioned.



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- About 13% said their customers would consider staying an extra day to take advantage of a unique leisure opportunity or event which relates to the importance of the concierge service impacting their decisions.
- "Other" was by far the most common response when it came to what activity would get their customers to stay an additional day, but this is very misleading as the majority of the verbatim responses (50 out of 55) were a combination of "don't know", "nothing" or "none". Of the other selections, golf was the next most popular mentioned by 7% of the surveys.
- The final question asked was "Other than less expensive fuel, what other services, amenities or activities would motivate you or your customers to choose one airport over another?" The vast majority of the answers revolved around proximity to final destination for the customers, services, amenities and capabilities of the airport and the FBO. Common themes in the verbatims included references concerning availability of rental cars/courtesy cars, availability of hotel rooms/meeting rooms and cleanliness of the facility.

What conclusion should be drawn from the Phase I and II research project?

IEA has the infrastructure and FBO facilities to attract more business jets to the airport and the FBO concierge service has significant influence over where passengers stay, eat and rent cars. Those are the most critical factors in the decision making process. Hamilton County is well positioned with the right amenities and activities to meet the needs of these visitors and keep them entertained while they are here. There is great potential for increased business to benefit IEA, Hamilton County Convention and Visitors Bureau and the FBO.

However, if the target audience (the pilots, dispatchers and business leaders) is not made aware of the airport and its facilities, and what the surrounding area has to offer, the desired business jets and their passengers will not come. Exposure to the facilities is critical to the success and growth. Awareness leads to preference which leads to purchase.

With this report and presentation to the Hamilton County Airport Authority Board and final report to the Hamilton County Convention and Visitors Bureau, all phases of the Destination: Hamilton County Grant Fund Project are complete.

Phase IV: Destination: Hamilton County Grant Fund

DEADLINE is October 1, 2008

Please fax this report to Brenda Myers at (317) 848-3191 along with copies of **invoices and/or receipts** to document that you are at least 75% of the way through your project with substantial proofing. As proof, you may include unpaid invoices for work already completed or for supplies needed for work to be completed beyond the 75 percent funding you have already received.

You may choose to mail this to Brenda Myers at the Hamilton County Convention and Visitors Bureau, 37 E. Main Street, Carmel, IN 46032 if you prefer.

Note: You may send this report earlier than October 1, 2008, and funds will be released earlier if you have completed at least 75-100% percent of your project by that date. Checks will be cut on the 15th or the 30th of the month, and the report must be sent in five days prior to the check date in order to receive immediate funds. Otherwise, you will need to wait until the next check cycle.

Organization Name Indianapolis Executive Airport

I certify that we are at least 75-100% percent of the way through our project and completion is very near. Measurable action steps to date, which have included (and receipts or invoices are included to document this):

1. Phase II of the Indianapolis Executive Airport Market Research Project is complete with the presentation of the results to the Hamilton County Airport Authority Board on October 2, 2008.
2. A copy of the final report and the results are attached.
3. Copies of the final invoices are attached.
- 4.
- 5.
- 6.
- 7.
- 8.

This report was prepared by:
Warren White
COO
Willow Marketing Management, Inc.
3590 N. Meridian Street
Indianapolis, IN 46208
317-257-5225



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**Indianapolis Executive Airport
Market Research Phase II
Report**

**Presented:
October 2, 2008**



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- Most trips taken by business jet are for 1 or 2 days.
- The FBO facilities, amenities, concierge service, rental car availability etc. are very important to determining what airport is used.
- More than 20% of the pilots and dispatchers said their customers combine leisure activities with their business trips more than 25% of the time. They do not ask the pilots and dispatchers to get information about leisure activities for them, however.
- Golf, restaurants, "other" (see verbatims) and outdoor activities were the leisure activities most often mentioned.
- About 13% said their customers would consider staying an extra day to take advantage of a unique leisure opportunity or event.



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- "Other" was by far the most common response when it came to what activity would get their customers to stay an additional day, but this is very misleading as the majority of the verbatim responses (50 out of 55) were a combination of "don't know", "nothing" or "none". Of the other selections, golf was the next most popular mentioned by 7% of the surveys.
- The final question asked was "Other than less expensive fuel, what other services, amenities or activities would motivate you or your customers to choose one airport over another?" The vast majority of the answers revolved around proximity to final destination for the customers, services, amenities and capabilities of the airport and the FBO. Common themes in the verbatims included references concerning availability of rental cars/courtesy cars, availability of hotel rooms/meeting rooms and cleanliness of the facility.

What conclusion should be drawn from the Phase I and II research project?

IEA has the infrastructure and FBO facilities to attract more business jets to the airport. Those are the most critical factors in the decision making process. Hamilton County is well positioned with the right amenities and activities to meet the needs of these visitors and keep them entertained while they are here. There is great potential for increased business to benefit IEA, Hamilton County Convention and Visitors Bureau and Montgomery Aviation.

However, if the target audience (the pilots, dispatchers and business leaders) is not made aware of the airport and its facilities, and what the surrounding area has to offer, the desired business jets and their passengers will not come.

With this report and presentation to the Hamilton County Airport Authority Board and final report to the Hamilton County Convention and Visitors Bureau, all phases of the Destination: Hamilton County Grant Fund Project are complete.



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**Indianapolis Executive Airport
Market Research Phase II
Survey Questionnaire
Results**

September 16, 2008

	<u>Respondents</u>	<u>Percent of total</u>
1. What percentage of your flights are for business?		
a. 100%	59	37%
b. 80-99%	64	40%
c. 50-79%	26	16%
d. Less than 50%	12	7%
2. On average how many passengers do you have in your plane (excluding flight crew)?		
a. 1	7	4%
b. 2	16	10%
c. 3	43	27%
d. 4	40	25%
e. 5 or more?	55	34%
3. What percentage of your trips are:		
a. 1 day		
i. 75% or more	46	29%
ii. 50% to 74%	56	35%
iii. 25% to 49%	23	14%
iv. 1% to 24%	26	16%
v. 0%	4	2%
vi. Don't Know	6	4%
b. 2 days		
i. 75% or more	3	2%
ii. 50% to 74%	11	7%
iii. 25% to 49%	49	30%
iv. 1% to 24%	79	49%
v. 0%	4	2%
vi. Don't Know	15	9%
c. 3 days		
i. 75% or more	3	2%



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ii. 50% to 74%	7	4%
iii. 25% to 49%	31	19%
iv. 1% to 24%	95	59%
v. 0%	16	10%
vi. Don't Know	9	6%
d. More than 3 days		
i. 75% or more	4	2%
ii. 50% to 74%	9	6%
iii. 25% to 49%	12	7%
iv. 1% to 24%	97	60%
v. 0%	28	17%
vi. Don't Know	11	7%

4. About how often do your customers request meeting or conference space at the destination FBO? Would you say more than half of your trips, one-half to one-fourth of your trips or less than one-fourth of your trips?

a. 50% or more	2	1%
b. 25% to 49%	4	2%
c. 1% to 24%	100	62%
d. 0%	55	34%

5. How important is a Concierge Service at a destination FBO?

a. Extremely important	29	18%
b. Important	74	46%
c. Not important	37	23%
d. Never a consideration	21	13%

6. On what percentage of your trips are you asked to get information about leisure activities in destination cities?

a. 75% or more	3	2%
b. 50% to 74%	4	2%
c. 25% to 49%	1	1%
d. 1% to 25%	45	28%
e. 0%	108	67%

7. On what percentage of your trips do your customers combine leisure activities with their business trips?

a. 75% or more	6	4%
b. 50% to 74%	15	9%



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c. 25% to 49%	16	10%
d. 1% to 25%	72	45%
e. 0%	52	32%

(If NO to Q2 and Q3 skip to Q5.)

8. What are the most popular activities? (select all that apply)

	<u>Selected</u>	<u>Percentage</u>
a. Golf	51	32%
b. Shopping	16	10%
c. Restaurants	27	17%
d. Night Clubs	1	1%
e. Museums	5	3%
f. Professional Sports	17	11%
g. Major College Sports	14	9%
h. Concerts or other special event schedules	5	3%
i. Art Exhibits	3	2%
j. Outdoor activities	21	13%
k. Other _____	28	17%

Verbatims:

Don't know
Don't know
Don't know
Unspecified family activities
Don't know
Don't know
Sightseeing.
Refused
Diving, gambling.
Don't know
Don't know
Don't know
Rest and relaxation: no particular
setting.
Don't know
Resorts
Don't know
Don't know
Don't know
Don't know
Don't know
Casinos
Don't know



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Don't know
Don't know
Don't know
Weddings, Horse Shows
Don't know
Don't know

9. Would your customers consider staying an extra day to take advantage of a unique leisure opportunity or event?

a. Yes	21	13%
b. No	87	54%

(If no to Q7 skip to Q9)

10. What type of activity or event would motivate your customers to stay an extra day in a location? (select all that apply)

	<u>Selected</u>	<u>Percentage</u>
a. Golf	11	7%
b. Shopping	2	1%
c. Restaurants	1	1%
d. Night Clubs	0	0
e. Museums	1	1%
f. Professional Sports	7	4%
g. Major College Sports	2	1%
h. Concerts or other special event schedules	3	2%
i. Art Exhibits	2	1%
j. Outdoor activities	8	5%
k. Other _____	55	34%

Verbatims:

None
Nothing
None
Don't know
Don't know
Don't know
further business
Don't know
These issues are not any part of our
company when it comes to business
trips.
Don't know



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STRATEGIC MARKETING COMMUNICATIONS

None
Snow skiing, beach.
Don't know
Don't know
Don't know
Don't know
Don't know
Gambling
None
Don't know
Don't know
None
Diving, gambling.
Don't know
None
None
Don't know
None
Don't know
None
None
Don't know
None
Don't know
Don't know
Don't know
None
Don't know
None
None
None
None
None
Nothing- business only
Don't know
Don't know
Don't know
None
Don't know
None
Don't know
None
None
Nothing
Don't know



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STRATEGIC MARKETING COMMUNICATIONS

11. Other than less expensive fuel, what other services, amenities or activities would motivate you or your customers to choose one airport over another?

Verbatims:

Other than fuel, rental cars.

Location to destination

Proximity to their destination, availability of aircraft necessary amenities like hangers or lodging for crew.

Approach facility and runway length.

Having it clean.

Overall amenities for the flight crew like rental car availability and crew car availability.

None. My overriding concern is taking fuel cards.

Location: to where they are going; convenience to where they are going if there's more than one airport in the town.

None. Less expensive fuel would do it for us. All my passengers think about is the means to get there and fuel prices make a difference. For \$1.50 off we would land at a different airport.

Depends on where the passengers are going to. They choose what is most convenient for them. It must be a full service FBO. We need pilot lounges for pilots.

Location of meetings or customers being visited - the flight department chooses FBO

No airport fees. The use of a courtesy car.

Convenience: the transportation convenience to the destination.

Location

Convenience of ground transportation time from the airport to the destination.

The one closest to the final destination. Rental car availability.

The convenience of being able to get in and out, and easy access to rental cars.

Convenience to the destination where the passengers are going to.

Service, the FBO service that we use. The most important is cleanliness and good customer service.

Convenience

None.

Travel time to down town.

For me, flight planning resources is a big deal, and the availability of rental cars; and no hassles on those things. I like the WSI weather service, so having access to the Internet; a computer terminal that I can access to file flight plans and whatever else.

Length of the runway. We look for comfort of the features while the pilots are there.

Convenience to the site; services at the FBO: availability of cars, catering availability, and building facility; and the appearance of the FBO.



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STRATEGIC MARKETING COMMUNICATIONS

From a professional perspective, the attention to detail and quality of service of the customer service and line service personnel is probably the next thing after fuel prices, as far as choosing one FBO over another. But as far as choosing an airport, that's based on convenience.

Convenience for the passengers. (Nothing specific mentioned)

Being able to count on their service or what they're offering. A lot of times, they advertise things that are not really offered: Little things, like they'll say they have a GPU, and it's broken or someone ties it up; having all the coffee and ice available that you need; and a decent waiting area for the crew.

The availability of rental cars; and the fact that they would be able to leave the rental cars at the FBO, so our people don't have to wait on a car.

Rental car or crew car usage; maybe getting a discount rate on those, and discount hotels.

Restaurants available while they are on layover. If we go on a cross country then we want food to eat while at the destination.

Pilot amenities like a pilot lounge, crew cars and no landing or parking fees.

Location to ultimate destination.

Comfortable environment, a working environment. A pilots lounge with a TV or recliner. A place to have a small desk to do administrative duties while I'm in lay over. Reasonable transportation to restaurants so you can get away from the airport.

The comfort level of the FBO: If we'll be spending any significant time there, that they have a pilot lounge and Internet access; what are their hours; and are they going to leave us out on the ramp, or are we going to be able to stay there?

Transportation, convenience to destination or activity, reputation of service provider, hanger availability, attitude and ability of customer service rep at the FBO on first contact.

Landing fees, if they are lower we will choose them.

Customer service and amenities: nice, clean facility with nice bathrooms and with appropriate supplies.

Customer focus, that they be taken care of. Toilet bags, get their vehicles out to the airport. Focusing on safety not walking around other aircraft that are going. Making sure they are going directly back.

The convenience is always the reason: the closest to what they are doing.

The availability of ground transportation, nearby lodging for the flight crew and other amenities for the flight crew, such as restaurants and that type of thing.

Expedience: to get crew cars and rental cars a whole lot quicker.

We're looking for a full service FBO, and that would be one with an Internet connection and rental cars, at least those two things; they've got to have jet fuel; and the extras always help: Excellent service has always got to be there, the coffee and cookies and those kinds of amenities.

Location closest to their destination. Ultimately it's according to their destination.



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STRATEGIC MARKETING COMMUNICATIONS

Close to their destination. The size and approach facilities. We look for airports where you can get in and out of bad weather. Run way size, if you have air performance issues are based on run way lengths.

Close location to their venue.

Convenience: easy to get in and out of. In a major airline, I don't want to sit there waiting for takeoff from the runway.

Having catering available.

Anything that would cut costs, such as no landing fees and no parking fees, and that there was a selection of FBOs.

Clean facilities and transportation availability

Runway length and rental cars availability.

Ease of transportation while getting in and out of the airport. General line service capabilities for carts and coffee and ice.

Congestion/delay issues, great customer service for pax/crew.

We do it because of proximity to our destination. Other than fuel, there's nothing else to include.

After fuel, it would be a service like a crew car or deals on hotels.

Rental car availability.

The airport location is picked by closest one to the venue. Hours of operation. Some locations close early, like by 7:00 and we have flights that come in late.

Line service, whether they fuel you quickly. Good customer service in that they take care of you when you get there and get you a rental car, hotel reservation and crew cars.

Nothing but fuel.

Nothing. Everything else is the same; fuel cost is the only thing they can change.

Generally, it's the closeness to their destination.

Location to where they're going.

The facility: clean, comfortable pilot lounge and facilities; and flight planning: some sort of computerized weather system.

Besides fuel, the availability of computerized weather is a major deal for us.

Maybe a nice TV in the lounge.

Customer service: friendly people, good service, and the way that people treat you.

Location, which is closest to where we are needing to go. Pilot services, like if they have a crew car or if they have a lounge.

On site rental car.

Besides fuel price, ease of accessing facilities and rental cars or limos.

It would be the ability of the concierge to do their job. If we have a good one, we will go back to that airport because we know we will be taken care of.

Customer service.

Prompt service when aircraft arrives on ramp, rental car, line service, get customer on his way ASAP FIRST!!!!



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STRATEGIC MARKETING COMMUNICATIONS

Good quality of service and quality of facilities like a nice lobby or waiting area for passengers, adequate restrooms that are clean and well-maintained. Telephones used to be important but everyone has their own now. Wireless internet capability and fax capability. Knowledgeable, courteous personnel that are willing to help with what is needed. Proximity to where the customers are going is a factor.

The airport close to the destination

More convenience to the location they're going to; better discounts on local hotel rentals; simpler and less expensive catering service; better service to our pilots, passengers, and aircraft; ease or convenience of getting rental cars for the crew; and courtesy transportation for the crew to close hotels; because that can save us a fortune, and if it does, we'll visit you more and more.

Use of a tower. A crew car for pilots.

It's driven by where the passengers want to go.

Accessibility of the FBO, easy to get in and out of so they can get to their meetings on time.

None other than fuel. The passengers almost never go into the FBO. It's more about if they have a decent crew.

Rental cars on site.

Runway length.

Runway length.

Location: to the passengers' destination.

Geographical location to where we are going. Hanger availability.

The time to get in and out of the airport. We're using North County Airport north of Palm Beach instead of the Miami Airport to avoid fees and its quicker to get in and out. As long as we have basics like fuel and a weather computer we're fine.

The convenience of getting in and out as far as air traffic.

No airport delays--ramp access for passengers and freight

Pilots love free stuff; so incentives for pilots: For example, A.V. trip points, where you accumulate the points based on gallons and will be issued savings bonds; t-shirts; hats; Atlantic bucks based on the amount of fuel they have; and for every 100 gallons, they give you a five gallon ticket that you can add to a hard plastic card they give you, and use it like a regular credit card.

Definitely great service: friendly, helpful, and going the extra mile; and the convenience to their destination.

Location

Location to destination

Jet aircraft runway: I want an instrument approach and good fuel conditions.

None.

Availability of transportation and sometimes the size matters since we're flying close to 30 passengers.



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STRATEGIC MARKETING COMMUNICATIONS

Runway length, has to be long enough. Personal service, if they've been there before and know the people there. Golfing at the location might make a difference.

Distance to destination. Quality of the appointments and friendliness of the people. They could offer cookies or treats.

Service: the availability of rental cars and, sometimes, catering.

Nothing but fuel cost.

Steaks and wine for fuel purchases are good. Free golf for the pilots.

Location to where we're going.

The hotels and motels available surrounding the FBO. It depends on the price of the hotels surrounding the airport. It also depends on how many people. Such as Fort Walton is such a popular area and busier. Sometimes they give an extra free night which makes a difference. Sometimes they give meal tickets.

Low ramp fees. Nice crew services like a good caterer or the usage of a crew car.

How clean they are, how fast they provide service and, definitely, their location. If they have a meeting downtown, they are going to go to the closest airport to that meeting. And runway length, depending on what type of aircraft they have, has to be taken into consideration.

As long as the customer has a car there when he lands and one to pick him up, that's all they care about.

Location, close to where we need to go to visit customers or businesses.

Proximity to our ultimate destination is always something we consider.

Ease of getting in and out. We like a nice facility and full services: rental cars on site and full flight planning and weather services. Sometimes, we look for complimentary shuttle service.

Three things: that they have the rental cars readily available; they have to have crew cars; and they have to have a good pilot lounge, because the crew is going to be there all day and they have to have a place to stay.

Location to vacation hotel or business meeting

Quality of services and amenities.

Less expensive fees, nice facility and friendly people.

Arranging rental cars and hotel rooms reliably.

The convenience to where they are going. If they have parking ramps fees.

FBO services in terminal area: finding hotel rooms, getting a rental car lined up, and having a nice lounge for passengers and nice waiting area for pilots.

Convenience to the final destination. Fast ground transportation.

The thing that entices us the most is good service; if they have friendly staff, and they get things going, and can take care of us immediately.



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STRATEGIC MARKETING COMMUNICATIONS

It's strictly convenience and customer service: basically, paying attention to detail. When we show up on the ground, to have a car there. Typically, we have a lot of equipment that needs to be unloaded onto a car or van. So, if we arrange for catering or rental cars, that that type of thing is taken care of; so it seems like an invisible, flawless, easy situation for them. And of course, people being pleasant with a can-do attitude that says "What can we do to make your stay better? We're glad you're here and we want to make your stay as pleasant as possible." We as pilots are in the customer service business, and the FBO is in the customer service business as well. So, anything they can do to make their lives as easy as possible while charging a fair price and making a good profit, we're happy with. Proximity to their location of destination. Any of the crew services offered like assistance in finding hotel or crew cars to use.

Convenience to getting to their destination; the location.

Hanger space, depending on what time of year it is. Rental car availability.

We have to get contract fuel with the government so we don't have a choice. We don't have a choice of services or amenities.

Rental car facilities. Closest airport to where we are going.

Depending on the landing rate, usually if they've got an FBO that can handle our aircraft: We have a jet; so some of them have to have a larger airport that can accommodate the aircraft. And fuel services: a lot of our flying is done at a distance, so you have to have fuel availability.

Proximity to where they are going.

The most convenient location to their destination.

Closeness to the destination is the most important.

A crew car to use.

Easy to access to rental cars.

Other than fuel, the services, such as rental cars.

There are certain FBOs I prefer to go to. They treat us like gods and put my jet in a hangar: I get the front door if it rains, and they let me use the hangar.

Accommodations like the hours of operation of the FBO would be a key factor. Rental cars are nice.

Hotel discounts. Rental cars.

Location closest to their destination and the condition of the FBO. Personal appearance of the FBO, it must look nice.

We choose whichever one is closest to where we're going.

It would be handling fees and distance to hotels.

Other than fuel price, which is very important, we pick our airport based on whichever is closest to the destination we have to get to.

We operate some large aircraft; so ramp space, and having a nice facility.

Convenience to our destination.

Location or proximity to activity

Capability to move quickly from the airplane to their transportation and get on with their trip.

Over all cost

We only consider the availability of government contract fuel.



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STRATEGIC MARKETING COMMUNICATIONS

Convenience of where they're going and what their need is more important than anything: DK specific needs.

Onsite car rental and onsite catering.

But, just to touch on fuel, if they have contract fuel, that's important.

Besides that, the presentation of the FBO; that it's comfortable, modern and clean, and has amenities such as ground transportation or rental cars available.

Location of the airport to where they need to go. We normally use the FBO for rooms and cars so that helps if they have them.

None.

Location, service, gratuities

A rental agency; something right there: car rental.

Rental cars, availability. Hanger space, availability. Surprising it is harder to get in bigger airports than smaller airports. I couldn't find hanger space in the San Antonio.

It's all about what is closest to the customer's destination.

Amenities

A reasonable costing hotel within close proximity to the airport. Car service would help.

Convenience: of the location as far as delays getting into the airport.

Location, we try to pick the airport based on the shortest distance to their business meeting. Combination of convenience to their destination and the convenience of getting in and out.

Fuel is the most important factor for the selection of and FBO, but the secondary thing to consider is the efficiency and cleanliness of the facility; because we have selected alternate FBOs and disregarded higher fuel prices to take advantage of cleanliness and efficiency on occasion: efficiency in terms of friendliness of staff, helpfulness of staff, professionalism of staff, and efficiency.

We will choose one if one is too busy we will steer away from that or if it is more difficult to fly into. They will choose a nice FBO with someone there to help them with rental cars over one that does not. Occasionally they will need to hanger the plane overnight so having that availability is nice.

Accessibility: Easier to get in and out of.

Nothing but fuel prices.

Security.

Really, it's convenience to where I'm going, because we fly a lot to the same locations. With the rental car, my boss is 6-foot-7", and there are a lot of rental car places where it's hard to get SUVs and things like that. So we try to lean towards the places that have better rental cars.

Rental car availability.



U. S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota
Ohio, South Dakota
Wisconsin

Chicago Airports District Office
2300 East Devon Avenue, Room 312
Des Plaines, Illinois 60018

September 28, 2009

Mr. Don Silvey
Hamilton County Airport Authority
Indianapolis Executive Airport
11329 E. State Road 32
Zionsville, IN 46077

Indianapolis Executive Airport
Zionsville, Indiana
Airport Layout Plan Approval

Dear Mr. Silvey:

Enclosed is one conditionally approved copy of the Indianapolis Executive Airport Layout Plan (ALP), dated September 28, 2009 that was submitted by letter dated August 13, 2009. This letter cancels or supersedes all prior ALP approvals. The ALP conditional approval is based upon recognition of and adherence to the following:

1. The approval is not to be considered a commitment of Federal funding for the proposed development. The Federal Aviation Administration (FAA) has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Prior to consideration for Federal funding, justification must be submitted to the FAA for an eligibility determination for actual development. Actual development should comply with approved standards applicable at the time of construction. No design standard modifications have been granted. If any of the design critical aircraft or aircraft groups change, this ALP must be reevaluated by the FAA.
2. Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:
 - a. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
 - b. That fair consideration has been given to the interest of communities in or near the airport.
 - c. That development programs provide for the protection and enhancement of the environment, with a FAA recommendation for acquisition (in fee or in easement) of the full Runway Protection Zones.
3. The FAA offers no objection to the proposed future airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following 14 CFRs: -77, -152, -157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (Aeronautical Study No. 2009-AGL-

1701-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.

4. The following items must have a specific environmental approval prior to accomplishment:
 - a. Acquisition of land for Runway 18/36 construction
 - b. Extension of Runway 18/36 to 7,701 feet with a full length parallel taxiway
 - c. Acquisition of land for Runway 18/36 Runway Protection Zone
 - d. Acquisition of land for Runway 7/25 construction
 - e. Construction of a 4,000 x 100 foot crosswind runway (7/25) to ARC B-II standards
 - f. Acquisition of land for Runway 7/25 Runway Protection Zone
 - g. Construction of T-hanger development
 - h. Construction of T-hanger taxiway development
 - i. Extend corporate apron
 - j. Installation of MASLR ALS
 - k. Construction of perimeter fence
 - l. Construct additional Automobile parking
 - m. Construction of an Air Traffic Control Tower

Any of the mentioned development shall not take place until the FAA has approved the environmental processing. All development items must comply with the National Environmental Policy Act of 1969 (NEPA) (P.L. 91-190).

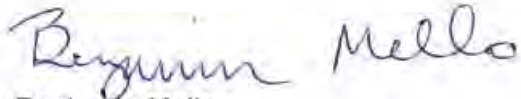
To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies to the local and state planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Based Operators (FBOs) and airport users.

The Airport and Airway Improvement Act (49 USC 47107 (a) (16) (D)) requires the Sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities that are a result of an airport change. However, if Airport Improvement Program (AIP) eligible construction/development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 and 14 CFR 157 must be filed with this office. This approval does not include approval for temporary construction equipment that may be used during actual construction, e.g. cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating surfaces, an updated ALP or notice (FAA Form 7460-1) must be filed with this office consistent with 14 CFR 77, dependent upon the project scope.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact this office at 847-294-7195.

A handwritten signature in blue ink that reads "Benjamin Mello". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Benjamin Mello
Community Planner {For GA Airports}
Chicago Airports District Office

Enclosure: ALP

cc: Indiana Department of Transportation
Woolpert, Inc.